3M MICROFILM

START OF ROLL

ROLL NO.

211

CONSTRUCTION CONTRACTS

8967-

OREGON DEPARTMENT OF TRANSPORTATION

1979 D St. - F St. 8967
(Rainier) Sec. on 4th
St. (Grading & paving)

C&A 6415 2-15-78

PE

AO 469 - $\$1423^{00}$

CC 1904

FED. FUNDS Limit \$51,462 increased to 60,738

Now Total Fed Funds - 4-15-81

61,738

Now increased to \$64,500

C & A 6415 2-15-78

PE

AO 469 - $\$1423^{00}$

CC 1904

FED. FUNDS Limit \$51,462 increased to \$60,735

New Total Fed Funds - 4-15-81

61,738

Now increased to \$64,500

8967 P

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
4-19-81	CC 82-10		305-1936-295 305-1091-295

BILL TO: Code:

City Council
City Hall
Rainier, OR 97048

ATTN: Pete Le Sallen - Pub. Wks. Dir.

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: D St.-F St. Section on 4th St. This is an OFF SYSTEMS project #SOS-0504(1).			
Total Project Cost			$76,113.35
Less Federal Funds			64,500.00
Less City Advance Deposit			9,823.00
Amount Due State			$ 1,790.35
(Please send itemized statement with billing.)			

Advance Deposit Amount	$ 9,823.00
Advance Deposit Previously Transferred to Highway Fund	$ 7,823.00
Balance	$ 2,000.00
Transfer to Highway Fund	$ 2,000.00
Refund Due	$ ---
Partial or final request for billing	Final
Number of the previous request in connection with this service	CC 1904 CC 2007

Amount Due . . . . $ 1,790.35

Submitted by:

Harold Reynoldson
HAROLD REYNOLDSON

Approved:

D E Swan
D.E. SWAN

Form 734-1101 (Rev. 1-70)

SP*35736 73

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** April 22, 1982

CITY Rainier **Contract No.** 8967 **Date Completed** 10-14-79

PROJECT # SOS-0504(1) **Section** D St. - F. St.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
P.E. - Consultants	$ 9,000.00
State	2,767.29
	$11,767.29
Construction	
Payment to Contractor	$55,780.30
Engineering Consultant	7,028.29
State	967.94
Audit	569.53
	$64,346.06

Total Project Cost	$76,113.35
Less Federal Funds	64,500.00
Less City Advance Deposit	9,823.00
Amount Due State	$ 1,790.35

Reference: Billing Form CC 82-10

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	"D" St.-"F" St. (Rainier) Section City Streets in Columbia County					
	Preliminary Engineering Type Code P.E.					
	Whitety, Jacobson Associates, Consultant	Lump Sum			$ 9,000.00	
	State Forces	All Required			2,767.30	
	Total				$11,767.30	
	Construction Type Code 6201 Roadway (Sta. 2+20 To Sta. 6+20)					
	Final Contract Payment Summary	Lump Sum			55,521.76	✓
	Construction Engineering					
	Whitety, Jacobson Associates, Consultant	All Required			6,388.74	
	State	All Required			953.79	
	Total Participating construction				$ 7,342.53	
	Misc. Project Costs					
	Audit Expense	All Required			569.53	✓
	Total Participating Cost				$75,201.12	
	Nonparticipating Items					
	Construction Engineering	All Required			$ 639.55	
	Interest on Final Payments	All Required			258.54	✓
	Total Nonparticipating Cost				$ 898.09	
	Total Costs				$76,099.21	
	Prepared based on Participating Costs as shown on Federal Billing as of 8/13/81.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO. [illegible]-0504(1)

VOUCHER PERIOD From: 7/7/78 To: 4/22/80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$11,767.30	$11,767.30	85.77%	$10,092.81	$10,092.81	$ 0.00
64,331.81	63,433.82	85.77%	54,407.19	54,407.19	0.00
$[illegible]	$75,201.12	85.77%	$64,500.00	$64,500.00	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		[illegible], Controller 6/13/81

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

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TOTAL TO DATE JOB COST SUMMARY                                               MARCH 1982        PAGE  177
                                                                               FISCAL         GRAND TOTAL    ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION  GR  CURRENT MONTH   YEAR TO DATE    TO DATE        BEG    END

  B&NRR XING @ DEER IS RD     CONT NO      * FA PROJ NOS RRS 300001 100                                       STATE
                                305   1084    205    01 N 1                      5,284.47                     79     81
                                305   1084    270    01 P 1                           .02CR     52,844.67     79     82
                                305   1084    270    02 P 1                                      5,294.18     79     81
                                305   1084    296    00 N 9     6,107.60CR       6,432.02CR     59,684.82CR   79     82
                                305   1084    298    00 N 9                        324.42       53,577.22     79     81
                                305   1084    299    00 N 9     6,107.60         6,107.60        6,107.60     82     82
                                305   1084    900    00 P 1                           .02          981.43     79     82
                                305   1084    900    00 N 1                                        154.58     79     79
                                305   1084    915    00 P 1                        260.96          403.04     79     81
                                305   1084    948    00 P 1                          6.92            6.92     81     81
                                305   1084    948    00 N 1                         12.90           12.90     82     82
                                              TOT       P1                         267.88       59,530.24
                                              TOT       N1                       5,297.37          167.48
                                           ** JOB TOTALS **               **     5,565.25  **   59,697.72  **

  D ST-F ST SEC4THSTWEST (RAINE CONT NO 8967 * FA PROJ NOS SOS 504001 100                                     STATE
                                305   1091    201    00 P 1                                     55,521.76     79     80
                                305   1091    206    00 N 1                                        258.54     80     80
                                305   1091    295    00 N 9                                      6,700.[illegible]  79     79
                                305   1091    296    00 N 9                        818.07CR     61,107.19CR   79     81
                                305   1091    298    00 N 9                        818.07       54,407.19     79     81
                                305   1091    900    00 P 1                        914.55        7,303.29     79     81
                                305   1091    900    00 N 1                        626.98          626.98     81     81
                                305   1091    915    00 P 1                                        569.53     80     81
                                305   1091    920    00 P 1                         32.98           32.98     81     81
                                305   1091    948    00 P 1                          6.26            6.26     81     81
                                305   1091    948    00 N 1                         14.14           26.72     81     81
                                              TOT       P1                         953.79       63,433.82
                                              TOT       N1                         641.12          912.24
                                           ** JOB TOTALS **               **     1,594.91  **   64,346.06  **

  N 11TH ST-WYETH ST HELENS     CONT NO 9178 * FA PROJ NOS M    000023 100                                    STATE
                                305   1094    201    00 P 1                                    136,225.29     80     81
                                305   1094    270    01 P 1                                        320.26     81     81
                                305   1094    295    00 N 9                                      8,270.00     81     81
                                305   1094    296    00 N 9                        310.29CR    137,272.82CR   80     82
                                305   1094    298    00 N 9                        310.29      129,002.62     80     82
                                305   1094    900    00 P 1                                      1,524.00     80     81
                                305   1094    903    00 P 1                        137.38        7,600.00     80     81
                                305   1094    915    00 P 1                         75.21           75.21     81     81
                                305   1094    920    00 P 1                                         46.92     80     80
                                305   1094    940    00 P 1                                        134.16     81     81
                                305   1094    941    00 P 1                                          1.99     81     81
                                305   1094    945    00 P 1                                        359.96     81     81
                                305   1094    948    00 P 1                          7.08            7.08     81     81
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                                          ** JOB TOTALS **                 **                     **         2,318.32  **

RAINIER-D ST-H ST                 CONT NO       * FA PROJ NOS SOS 504001 100                                              STATE
                                     305   1936    295     00 N 9                                           1,123.00
                                     305   1936    296     00 N 9                          1,943.93CR      11,215.81CR
                                     305   1936    298     00 N 9                          1,943.93        10,092.81
                                     305   1936    901     00 P 1                                              593.81
                                     305   1936    901     00 N 1                          1,547.79CR             .01CR
                                     305   1936    904     00 P 1                          2,266.45         9,000.00
                                     305   1936    904     00 N 1                          2,266.45CR
                                     305   1936    905     00 P 1                                           1,306.97
                                     305   1936    911     00 P 1                                              59.12
                                     305   1936    914     00 P 1                                              31.70
                                     305   1936    920     00 P 1                                              68.48
                                     305   1936    920     00 N 1                             32.98CR
                                     305   1936    921     00 P 1                                             452.49
                                     305   1936    922     00 P 1                                              66.52
                                     305   1936    923     00 P 1                                             188.21
                                                   TOT     P1                              2,266.45        11,767.30
                                                   TOT     N1                              3,847.22CR             .01CR
                                          ** JOB TOTALS **                 **              1,580.77CR**    11,767.29  **



TOTAL TO DATE JOB COST SUMMARY                                                       MARCH 1982          PAGE  602
                                                                                                          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT          PREFIX         FUNCTION   GR  CURRENT MONTH     YEAR-TO-DATE      TO DATE

  HLOCK AVE-8TH TERRACE(COOS  CONT NO 0000 * FA PROJ NOS TQM 641001 100                                              STATE
                                     306   1945    295     00 N 9                            631.92         1,441.92
                                     306   1945    296     00 N 9                            776.01CR      18,824.01CR
                                     306   1945    298     00 N 9                            144.09        17,382.09
                                     306   1945    901     00 P 1                                          12,589.26
                                     306   1945    905     00 P 1                                           4,473.38
                                     306   1945    910     00 P 1                                           1,258.09
                                     306   1945    911     00 P 1                                             335.20
                                     306   1945    920     00 P 1                                              55.28
                                     306   1945    921     00 P 1                                           1,380.16
                                     306   1945    922     00 P 1                                              21.32
                                     306   1945    923     00 P 1                                             153.24
                                                   TOT     P1                                              20,265.93
                                          ** JOB TOTALS **                 **                     **       20,265.93  **

                                     306   1947    295     00                                418.41CR         418.41CR
                                     306   1947    296     00                                418.41           418.41
                                                   TOT     00
                                          ** JOB TOTALS **                 **                     **                  **

  COQUILLE & MYRTLE PT PMS        CONT NO       * FA PROJ NOS PMS 005096 100                                              STATE
                                     306   1953    296     00 N 9                                             920.96CR
                                     306   1953    298     00 N 9                                             920.96
```

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                                              ** JOB TOTALS **            **                  **     2,31[illegible]     **

 RAINIER-D ST-H ST            CONT NO      * FA PROJ NOS SOS 504001 100                                                STATE
                                  305    1936      295      00 N 9                                    1,123.00
                                  305    1936      296      00 N 9                   1,943.93CR      11,215.81CR
                                  305    1936      298      00 N 9                   1,943.93        10,092.81
                                  305    1936      901      00 P 1                                      553.81
                                  305    1936      901      00 N 1                   1,547.79CR            .01CR
                                  305    1936      904      00 P 1                   2,266.45         9,000.00
                                  305    1936      904      00 N 1                   2,266.45CR
                                  305    1936      905      00 P 1                                    1,306.97
                                  305    1936      911      00 P 1                                       59.12
                                  305    1936      914      00 P 1                                       31.70
                                  305    1936      920      00 P 1                                       68.48
                                  305    1936      920      00 N 1                      32.98CR
                                  305    1936      921      00 P 1                                      452.49
                                  305    1936      922      00 P 1                                       66.52
                                  305    1936      923      00 P 1                                      188.21
                                                   TOT         P1                    2,266.45        11,757.30
                                                   TOT         N1                    3,847.22CR            .01CR
                                              ** JOB TOTALS **            **         1,580.77CR**    11,767.29  **



 TOTAL TO DATE JOB COST SUMMARY                                                     MARCH 1982       PAGE  602
                                                                                                    GRAND TOTAL
 DESCRIPTION OF JOB OR DEPARTMENT      PREFIX       FUNCTION   GR  CURRENT MONTH    YEAR-TO-DATE      TO DATE

   LOCK AVE-8TH TERRACE(COOS  CONT NO 0000 * FA PROJ NOS TOM 641001 100                                            STATE
                                  306    1945      295      00 N 9                     631.92         1,441.92
                                  306    1945      296      00 N 9                     776.01CR      18,824.01CR
                                  306    1945      298      00 N 9                     144.09        17,382.09
                                  306    1945      901      00 P 1                                   12,589.26
                                  306    1945      905      00 P 1                                    4,473.38
                                  306    1945      910      00 P 1                                    1,258.09
                                  306    1945      911      00 P 1                                      335.20
                                  306    1945      920      00 P 1                                       55.28
                                  306    1945      921      00 P 1                                    1,380.16
                                  306    1945      922      00 P 1                                       21.32
                                  306    1945      923      00 P 1                                      153.24
                                                   TOT         P1                                   20,265.93
                                              ** JOB TOTALS **            **                  **    20,265.93  **

                                  306    1947      295      00                         418.41CR         418.41CR
                                  306    1947      296      00                         418.41           418.41
                                                   TOT      00
                                              ** JOB TOTALS **            **                  **               **

 COQUILLE & MYRTLE PT PMS     CONT NO      * FA PROJ NOS PMS 00S096 100                                            STATE
                                  306    1953      296      00 N 8                                      320.96CR
                                  306    1953      298      00 N 9                                      320.96
```

5167

HIGHWAY DIVISION INVOICE

INVOICE NUMBER
134333

DATE
5-6-82

YOUR ORDER NUMBER

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

BILLING REQ. NUMBER
CC 82-10

CODE
New RAINIER

CITY COUNCIL
CITY HALL
RAINIER OR 97048

Attn: Pete Le Sallen - Pub. Wks. Dir.

CREDIT DISTRIBUTION

324.02	1790.35
305-1091-296-00-000	1,790.35
305-1091-295-00-000	(1,790.35)

DESCRIPTION	TOTAL PRICE
Final Billing: D ST. Section on 4th St This is an OFF SYSTEMS project #SOS-0504(1).	
Total Project Cost	$76,113.35
Less Federal Funds	64,500.00-
Less City Advance Deposit	9,823.00-
AMOUNT D'E STATE	$ 1,790.35

110.00

Final

734-1150 (8-81)

8967

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

4-21-80 (PPM 20-5) FOR "OFF-SYSTEM" PROJECT

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. SOS-0504(1)	2. COUNTY Columbia	3. STATE Oregon 8967

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work done on this project, besides additional and incidental, involved (1) construction of roadbed, aggregate base, and asphalt concrete pavement (2) construction of drainage items, and (3) construction of concrete driveways and curbs. The project was completed October 14, 1979, on the D Street - F Street (Rainier) Section at City Street (4th St. West) in the City of Rainier.

5. CONTRACTOR'S NAME Columbia West Materials & Constructors, Inc.	6. CONTRACT AMOUNT $ 53,382.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official)

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
STATE HWY ENG.
APR 22 '80
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

4/22 Cy

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 38 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.074			

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY W. N. Bryant, Area Engr.	11. DATE OF INSPECTION 12-19-79

12. IN COMPANY WITH
Paul Barnhart, Res. Engr., OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE Wallace M Bryant		16. SIGNATURE G K	
14. TITLE Area Engr.	15. DATE 4-21-80	17. TITLE Field Operations Engineer	18. DATE 4/21/80

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

8961

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
STATE HIGHWAY ENGINEER

2-6-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Superior Asphalt & Concrete Co., No. 8925	Lone Rock Jct.-Rock Creek, Gilliam County	January 3, 1980
Superior Asphalt & Concrete Co., No. 8953	Shaniko-The Dalles/Calif. Hwy., Wasco County	January 3, 1980
M & F Building, No. 8968	Brookings (Wharf St.), Curry County	January 7, 1980
St. Helens Paving, Inc., No. 8984	Columbia County Line-Buxton, Washington Co.	January 7, 1980
Willamette-Western Corp., No. 8788	Monitor Road Junction Project, Marion County	January 9, 1980
North Santiam Paving Co., No. 9010	Shaff Rd.-W. Washington St. (Stayton), Marion Co.	January 14, 1980
Ausland Const., Inc. No. 8845	Grandview Ave. @ Cloverlawn Dr. (Grants Pass Vicinity) Josephine County	January 14, 1980
Bomac Construction, Inc., No. 8876	Jantzen Beach Information Center, Multnomah County	January 17, 1980
Don Haisch Const. Co., No. 8988	Jantzen Beach Information Center, Multnomah County	January 17, 1980
North Santiam Sand & Gravel, Inc., No. 8885	Power Line-China Hollow Creek, Sherman County	January 18, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Construction, No. 8726	Upper Calapooia River Bridge, Linn County	January 22, 1980
Baker Redi-Mix, Inc., No. 8906	Auburn Ave. & Washington Ave. (Baker), Baker County	January 22, 1980
R. L. Coats, No. 8926	Madras/Prineville Hwy.-Culver Hwy., Jefferson Co.	January 23, 1980
Olson Electric Co., Inc., No. 8792	Hermiston Ave. @ SW Highland Ave. (Hermiston), Umatilla County	January 24, 1980
Morse Bros., Inc., No. 8833	6th, 8th & Quincy Sts. (Harrisburg), Linn County	January 30, 1980
Babler Bros., Inc., No. 8863	Del Rey Beach Access Rd.-Neawanna Creek, Clatsop County	January 30, 1980
Columbia West Matls. & Constructors, No. 8967	D St. - F St. (Rainier), Columbia County	January 30, 1980
Roy L. Houck Const. Co., No. 8796	Millican Creek (Lafayette), Yamhill County	January 30, 1980
Porter W. Yett Co., No. 8996	Troutdale (SW 7th St.), Multnomah County	January 30, 1980
Gervais Construction Co., No. 8807	Lone Tree Bar State Park, Marion and Yamhill Counties	February 5, 1980

February 6, 1980

H. S. Coulter, State Highway Engineer

#8967

2

February 1, 1980

Fidelity & Deposit Co. of Maryland
Suite 1000, Lloyd 500 Building
Portland, OR 97232

CCH 5
#8967

Gentlemen:

Contract No. 8967 awarded to Columbia West Materials and Constructors, Inc., for work on the "D" Street-"F" Street Section of 4th Street West in Rainier was completed on October 16, 1979, and accepted by the State Highway Engineer on January 30, 1980.

Final payment in the amount of $2,928.50 will be released to the contractor after February 7, 1980. The total contract amount is $55,321.76 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fms

cc Columbia West Materials & Constructors, Inc.
P.O. Box 436
Longview, WA 98632

bc C. T. Kassey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8967 12-4-79 Rainier

ENGINEERING PLANNING

"D" St. - "F" St. (Rainier)
City Street (4th Street West)
Job Prefix 305-1091
F.A. SOS - 0605 (1)

NARRATIVE REPORT

The imprbvement of 4th Street West, "D" St. to "F" St., City of Rainier, commenced on August 27, 1979, by Columbia West Materials and Constructors, Inc., P. O. Box 488, Longview, Washington 98632. The order of work was as follows:

1) Storm Sewer Construction	---	5 work days
2) Clearing and Grubbing and Removal of Obstructions	---	1 work day
3) General Excavation	---	2 work days
4) Construction of 1½" -0" Aggregate Base	---	2 work days
5) Construction of Concrete Curbs and Driveways	---	3 work days
6) Completion of Aggregate Base (3/4" - 0")	---	4 work days
7) Paving	---	1 work day
8) Installation of Concrete Inlets	---	3 work days
9) Cleanup	---	3 work days

Construction of the project ended October 26, 1979.

The time for this project extended past the 75 calendar days in the contract. The additional time was not charged to the contractor as additional work was requested by the City.

A problem developed in the project concerning the allotted construction time. The number of calendar days (75) was too long a time for a project of this size. By allowing the contractor this much time, construction tended to proceed at a slow pace, and often several days would pass with no work performed. This caused citizens to become upset and several complaints were filed with the City.

Another problem which should be avoided in the future is allowing the Contractor to install the catch inlets after the street has been paved. In this project the Contractor was allowed to install the catch inlets after the street was paved. The Contractor has to return to the site and dig the newly paved street to install these inlets. This left a newly constructed street already patched, subtracting from the aesthetics of the project.

REFERRED TO
Beard ✓ Breudenmayer
Cole Sempin
Eriksen Watson
Hager Dorn Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

✓ Versteeg
Anderson
Z Christensen
Olson
Sullivan Copy
Turpin
Trout
Wakerlig

RECEIVED
DEC 04 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
During / /
Action

WHITELEY JACOBSEN AND ASSOCIATES 8525 N. LOMBARD, PORTLAND, OREGON 97203 (503) 286-8803

NARRATIVE REPORT

"D" St. - "F" St. (Rainier)
City Street (4th Street West)
Job Prefix 305-1091
F.A. SOS - 0605 (1)

Aside from these problems, the project was smoothly constructed. The specifications and plans were adequate for the project and revisions would not be necessary if plans were to be used for similar projects.

Gregory E. DiLoreto
Resident Engineer
Whiteley-Jacobsen & Associates
Consulting Engineers

GD/dd

wja ENGINEERING PLANNING

"D" - "F" St. (Rainier)
City Street (4th St. West)
Columbia County
Contract No. 8967

	Authorization	Final Estimate
Contract Amount	$ 53,382.00	---------
Contingencies	$ 2,402.19	0.00
Engineering	$ 5,338.20	---------
Deletions from Contract	--------	$ 14,754.00
Price Agreements	--------	$ 9,570.00
TOTAL	$ 61,122.39	

STATEMENT OF OVERRUNS AND UNDERRUNS

Item#	Item	Contract	Constructed	% Underrun - % Overrun +
1	Mobilization	100%	100%	0
		Item performed as per specification		
2	Temporary Protection and Direction of Traffic	100%	100%	0
		Item performed as per specification		
3	Clearing and Grubbing	100%	100%	0
		Item performed as per specification		
4	Removal of Structures and Obstructions	100%	100%	0
		Item performed as per specification		
5	General Excavation	519	723	+39%
		Item Overrun due to miscalculations of original quantities		
6	Trench Excavation	63	0	-100%
		Item was deleted and re-entered in contract as Price Agreement #1		
7	1½" - 0" Aggregate Base	420	409	-3%
		Item Underrun due to contractor not exactly matching designed subgrade		
8	3/4" - 0" Aggregate Base	140	332	+137%
		Item Overrun due to contractor not matching desired subgrade		
9	Class B Asphalt Concrete	310	329.1	+6%
		Item Overrun due to a change in curbs from Type A to Type C thereby resulting in more asphalt		

"D" - "F" St. (Rainier)
City Street (4th St. West)
Columbia County
Contract No. 8967
Page 2

Item#	Item	Contract	Constructed	% Underrun - % Overrun +
10	8 inch Sewer Pipe	200	226	+13%
		Item Overrun because City added more work		
11	12 inch Sewer Pipe	100	100	0
		Item furnished as per plans and specification		
12	Bedding Material	39	39.4	+1%
		Item Overrun due to inaccuracy of original estimate		
13	Concrete Manholes	1	1	0
		Item furnished as per plans and specification		
14	Concrete Inlets Type G-1	5	6	+20%
		Item Overrun because City added more work		
15	Concrete Inlets Type D	1	1	0
		Item furnished as per plans and specification		
16	Concrete Driveways	37	59.6	+61%
		Item Overrun because City added more work		
17	Concrete Curbs	690	0	-100%
		Item was deleted and re-entered in contract as Price Agreement #2.		
18	Extra for Asphalt Approaches	4	4	0
		Item was furnished as per plans and specification		
19	Adjusting Manholes	2	0	-100%
		Item Underrun because no adjustment was necessary to manhole		
20	Adjusting Boxes	1	3	+200%
		Item Overrun because of miscount of number of boxes in original estimate		
21	Sod Lawn	100	0	-100%
		Item Underrun because City decided it was not necessary.		
PA#1	Trench Excavation	89	95.4	+7%
		Item Overrun because City added more work		
PA#2	Concrete Curbs	690	690	0
		Item furnished as per plans and specification		

8967

Contract Payments 378-6594 CON 5

C. T. Keasey
Ass't. State Highway Engineer

December 4, 1979

R. D. Church
Contract Payments Supervisor

Request Contract Acceptance

Contract 8967, Work Completed October 14, 1979

Project "D" St.-"F" St. (Rainier)

Highway City Street (4th St. West)

County Columbia

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date ____________________

Conditions not acceptable:

For: Ass't. State Highway Engineer

RDC:mk

cc: J. B. Boyd
Don Harwell
Edward Haury
John Jenkins
Donald Trout
Lee King

8967

2

FORM G-1 (REV. [illegible])

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: DST - FST (Rainier)

WEEK ENDING: 10-27-79

SECTION PREFIX: 305-1091

HIGHWAY: City St. (4th St. West)

COUNTY: Columbia

NAME OF JOB: DST - FST (Rainier)

KIND OF WORK: Street Impraarment

CONTRACTOR: Columbia West Mater'ls & Constr's Inc

CONTRACT NUMBER: 8967

FEDERAL AID PROJECT NUMBER: SOS-0504 (1)

DATE OF CONTRACT: 8-1-79

DATE WORK STARTED: 8-27-79

ESTIMATED COMPLETION DATE: 10-14-79

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN 3 SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 75

CALENDAR DAYS USED 75

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 100%

PROJECT AUTHORIZATION $ 61,122.39

EXCLUSIVE OF ENGINEERING: $ 53,382.00

ENGINEERING AUTHORIZATION $ 5338.20

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 54,292.80

ENGINEERING COST TO DATE $ 5200.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 102%

DATE PROJECT WAS COMPLETED

ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~ 1.7%

PERCENT OF AUTHORIZATION 91%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%		100%	100%	100%			

	GRADING	1½" SURFACING ¾"	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.07	0.07/0.07			0.07
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.07	0.07/0.07			0.07
TOTAL ESTIMATED QUANTITIES (CONTRACT)	519	410/140			310
TOTAL QUANTITIES CORRECTED TO DATE	723	409/332			329.1
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	723	409/332			329.10
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 30 1979
CONSTRUCTION BRANCH

Kassay
Jackman
Hopkins
Williams
Johnson
Glenn

Richards
Berg
Inlees
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Poured concrete extra drives and for catch basins
TUESDAY	Did cleanup work and removed forms
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project should be completed next week.

SIGNED ____________ LOCATION ____________

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

8967

STATE COPY

OMB No. 04-R2089 2

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-100	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8-13-79	te: Oregon County: Columbia Project No.: SOS-0504(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

"D" St. - "F" St. (Rainier)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	7-7-78	0.074
RIGHTS-OF-WAY		
CONSTRUCTION	6-6-79	0.074
OTHER *(Specify)*		

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 71,982.00	$ 61,738.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator AUG 13 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen-file

Oregon State Highway Division
Salem, Oregon, August 3, 1979

Federal Aid Project
No. SOS-0504(1)

"D" St. - "F" St. (Rainier) Section
City Streets in Columbia County

Project Agreement Estimate

Type Code P.E.

Preliminary Enginering

Whitety, Jacobson Associates, Consultant	Lump Sum		$ 9,000.00
State Forces	All Required		1,860.00
	Total		$ 10,860.00

Type Code 6201
Roadway (Sta. 2+20 to Sta. 6+10)

Mobilization	All Required		$ 3,200.00
Temporary Protection and Direction of Traffic	All Required		2,000.00
Clearing and Grubbing	All Required		3,005.00
Removal of Structures and Obstructions	All Required		2,120.00
General Excavation	519 Cu.Yd.	8.90	4,619.10
Trench Excavation	63 Cu.Yd.	58.00	3,654.00
1-1/2" - 0 Aggregate Base	420 Cu.Yd.	10.00	4,200.00
3/4" - 0 Aggregate Base	140 Cu.Yd.	13.00	1,820.00
Class "B" Asphalt Concrete	310 Ton	22.25	6,897.50
8-inch Sewer Pipe	200 Lin.Ft.	12.00	2,400.00
12-inch Sewer Pipe	100 Lin.Ft.	15.00	1,500.00
Bedding Material	39 Cu.Yd.	22.60	881.40
Concrete Manholes	1 Only	1,305.00	1,305.00
Concrete Inlets, Type G-1	5 Only	250.00	1,250.00
Concrete Inlets, Type D	1 Only	250.00	250.00
Concrete Driveways	37 Sq.Yd.	40.00	1,480.00
Concrete Curbs	690 Lin.Ft.	15.00	10,350.00
Extra for Asphalt Approaches	4 Only	300.00	1,200.00
Adjusting Manholes	2 Only	200.00	400.00
Adjusting Boxes	1 Only	100.00	100.00
Sod Lawn	All Required	750.00	750.00
	Subtotal		$ 53,382.00
	Engineering		7,740.00
	Total		$61,122.00

Oregon State Highway Division
Salem, Oregon, August 3, 1979

Federal Aid Project
No. SOS-0504(1)

Length of Project - - - - - - 0.074 Mile
Cost of Roadway Per Mile- - - $825,972.97

Summary of Funds (85.77%)

Description	Total Cost	Federal Funds	City Funds
P.E.	$10,860.00	$ 9,314.00	$ 1,546.00
Roadway	61,122.00	52,424.00	8,698.00
Total	$71,982.00	$61,738.00	$10,244.00

Group 1 - 100%
Contract No. 8967
Prefixes: 305-1936
305-1091

8967

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 1, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Minor Program Change
Item No. 90077
Project No. SOS-0700(2)
Old Day Creek-Ochoco Highway Section
Crook County

I hereby request your approval of a minor program change on the subject project for the withdrawl of federal fund obligation on preliminary engineering, but retain program approval which would allow authorization for construction as sufficient funds became available, as indicated on the program change (PR-9) which was submitted on March 2, 1979.

Enclosed are copies of a modification of project agreement covering the release of funds currently under agreement.

This action is necessary to release sufficient federal funds to cover the contract which has been awarded on Project No. SOS-0504(1).

CL:slr
Enc.
cc: R. Hacek
H. Reynoldson

Form 734-3122

8967

June 29, 1979

City of Rainier
City Hall
Rainier, Oregon 97048

Attn: Pete Le Sellen
Public Works Director

Gentlemen:

On June 28, 1979 a satisfactory bid was received from Columbia West Materials and Construction, Inc., Portland, Oregon 97210 for the D Street-F Street Section on 4th Street, MOS-0504(1).

This is an OFF SYSTEMS project and based upon the contractor's bid the City's advance deposit will be as follows:

Bid Items	$53,382.00
4 1/2% Contingencies	2,402.19
10% Engineering	5,338.20
Est. Total Construction Costs	$61,122.39
Est. PE Costs	9,500.00 7
Est. Total Project Cost	$70,622.39
Less Federal Funds (86%)	60,735.26
Less City Advance for PE	-1,423.00
CITY'S SHARE OF PROJECT IS THEN	$ 8,464.13

Fed. funds from Depoe Bay and other

10860
9500
1360

By rounding the City's Advance Deposit will be $8,400.00.

Please make your check in the amount of $8,400.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 404, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 20, 1979.

Very truly yours,

for D. E. Dunn
Operation Programming Engineer

8400.00
1-2-?
7-8-?

EP:pf

bcc w/AD # 656: Vern Skoog - Please return completed AD # 656
when check is received.
Region 1 Federal Aid Engineer Jon Rose

8969

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

6-6-79

LETTER OF APPROVAL A[illegible]/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-0504(1)

STA[illegible]OJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80324

COUNTY NAME Columbia

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 22 '79
REFER TO Machin
FOR
Info | Inves | R/D | D/R | Sign | Act | File

6-22
orig to

DATE PS & E APPROVED 7-7-78	DATE AUTHORIZATION EFFECTIVE 6-6-79	FEDERAL ROUTE NUMBER	Non Federal-aid
		STATE ROUTE NUMBER	City Street

GENERAL LOCATION:

"D" Street - "F" Street (Rainier) Section

GENERAL DESCRIPTION OF WORK:

Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated May 29, 1979, that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE 6-6-79	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 5-78) EXISTING STOCKS OF FORM PR-1240 (REV. 8-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—625-787

8967

Rainier

PRO 2-2

STATE OF OREGON
Railroad & Utilities
Highway Division
DEPT.

378-6511
TELEPHONE

INTEROFFICE MEMO

: D. H. Moehring
Project Management Engineer

DATE: May 29, 1979

OM Jack M. Cartwright
Utility Engineer

Jack M. Cartwright

BJECT: Utility Status Report
June 28, 1979 Letting

Versteeg
Anderson
/ Christensen DM
Olson
MW Sullivan Copy
Terpin
Trout
Wakerlig

RECEIVED
MAY 29 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

The status of negotiations with utilities on the listed Federal-Aid project is as follows:

"D" STREET-"F" STREET [redacted] SECTION
Project No. SOS-0504(1) Grade and Pave

Pursuant to the terms of an agreement between the Oregon Transportation Commission and the City of Rainier, approved by the Oregon Transportation Commission on December 15, 1977, it is the City's responsibility to arrange for the relocation of utilities in conflict with this project.

The proposed project has been reviewed by Ted Inloes, Region I Utility Engineer. The City was contacted, and they reported on the status of utilities as follows:

Portland General Electric Company--PGE has aerial power line facilities which conflict with the proposed construction. PGE's facilities are located on city street right-of-way; therefore, the cost of relocation is non-reimbursable. PGE has been notified by the City of their conflicting facilities and has agreed to relocate as required to accommodate construction. Relocation will be accomplished prior to or during the early stages of construction. No delay to the project is anticipated.

ERRED TO DM
Cole
Erikson
Hogger
Sample
Watson
Dorn
Lou
Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Pacific Northwest Bell Telephone Company--PNB has aerial facilities contacted on PGE's conflicting poles. PNB's facilities are located on city street right-of-way; therefore, the cost of relocation is non-reimbursable. PNB has been advised by the City of their conflicting facilities and has agreed to relocate as required to accommodate construction. Actual relocation will be accomplished prior to or during the early stages of construction. No delay to the project is anticipated.

Rainier Community T-V Cable Company--The Company has facilities contacted on PGE's conflicting power poles. The T-V Company's facilities are located on city street right-of-way; therefore, the cost of relocation is non-reimbursable. The Company has been advised of their conflicting facilities and has agreed to relocate as required to accommodate construction. Relocation will be accomplished along with PGE's relocation. No delay is anticipated.

City of Rainier--The City has water and sewer facilities which will require adjustment to accommodate the construction. The City has advised that they will adjust their facilities as required during construction. No delay to the project is anticipated.

I certify to the best of my knowledge that the above statements are correct in regard to utility negotiations on this project.

JMC/seb

cc: ✓J. H. Versteeg
Jack Sullivan
D. E. Swan (2)
R. L. Johnsen

, 8967

Rainier

FORM #1-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 29, 1979

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening June 28, 1979

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. SOS-0504(1)

Highway No. 2005-[redacted]

Federal-aid Project Name "D" St. - "F" [redacted])

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[XX] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wekerlig

RECEIVED
MAY 29 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Section D Street – F Street (Rainier) Sect. Programming Estimate $ 53,000 15

Highway City Street (4th st west) Project Length 0.07 miles

8967

County Columbia Completion Time 60 Cal days

Kind of Work Grading and Paving

Prefix 305-1936-921 FA Project No. SOS-0504(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

ract Amount $ 46,565.00

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 5/16/79

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
[✓ Metropolitan]
Region Number
District Number

ATTENTION: Jon Rose

FROM: Proj. Mngt

COMMENTS: Please forward to the city for their information and approval

Form 731-0032 (7/76) SP*70683-794

$

Limit of Fed Funds $51,462.00

Contingencies (4-1/2%) 2,095.43

Engineering (10 %) 4656.50

SUBTOTAL $

Credit for ______ . . . .

Estimated Net Authorization, Construction . . . . $ 53,316.93

APPROVED 5/22/79 Per Jon Rose OK. City appr'

Road Design Engineer

Est PE Costs 9,500.00

Est total Project Costs $ 62,816.93

Less Fed. Funds 86% of $62,816.93 = 51,462.00 ~~54,[illegible].56~~

Less City PE advance Deposit 1,423.00

City's share of Construction Costs $ 9,931.93 ~~7,371.37~~

Limit Fed. Funds 51,462

6/18/79 City said ok per $9931.93

Section D Street – F Street (Rainier) Sect. Programming Estimate $ 53,000

Highway City Street (4th St West) Project Length 0.07 miles

County Columbia Completion Time 60 Cal days

Kind of Work Grading and Paving

Prefix 305-1936-921 FA Project No. SOS-0504(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 46,565.00

Anticipated Additional Items:
Royalty Payment
Building Permit Fees
Slide Correction
Railroad Protective Costs
Other Railroad Costs
Permanent Signing
Permanent Pavement Striping
Temporary Pavement Striping
Remove Pavement Striping (Exist. & Temp.)
Temporary Erosion Control
State Furnished
Install Water Meter
Furnish Water
Laboratory Fees
On the Job Trainees
State Responsibility for Damages
Signal Controller Testing
Bikeway Signs
Furnish Mail Box Posts
Adjust Utilities

Misc. Permit Fees

$

$

Contingencies (4-1/2%)	2,095.43
Engineering (10 %)	4,656.50
SUBTOTAL	$
Credit for	
Estimated Net Authorization, Construction	$ 53,316.93
Est PE Costs	9,500.00
Est total Project Costs	$ 62,816.93
Less Fed. Funds 86% of $62,816.93 =	51,462.00 ~~54,022.56~~
Less City PE advance Deposit	1,423.00
City's share of Construction Costs	$ 9,931.93 ~~7,371.37~~

APPROVED

Informed 6/18/79 City Fed. Funds Limit of 51,462

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUM Y--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 5/8/79

ection Dst. - Fst (Rainer) Section
County Columbia

ind Of Work Grading and Paving
Length .07
Name B. Bergstedt
5/15/79 8

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization (8%)		All	All		3,500^{00}
Temporary Protection and Direction of Traffic		All	All	—	1,165^{00}
Roadwork					
Clearing and Grubbing		All	All	—	1,000^{00}
Removal of Structures and Obstructions		All	All	—	1,500^{00}
General Excavation		Cu. Yd.	519	6^{00}	3,114^{00}
Trench Excavation		Cu. Yd.	63	12^{00}	756^{00}
1½"-0 Aggregate Base		Cu. Yd.	420	14^{50}	6,090^{00}
¾"-0 Aggregate Base		Cu. Yd.	140	15^{00}	2,100^{00}
Class B Asphalt Concrete		Ton	310	32^{00}	9,920^{00}
8 inch Culvert Pipe		Lin. Ft.	200	10^{50}	2,100^{00}
12 inch Culvert Pipe		Lin. Ft.	100	15^{50}	1,550^{00}
Bedding Material		Cu. Yd.	39	15^{00}	585^{00}
Concrete Manholes		Each	1	1500^{00}	1,500^{00}
Concrete Inlets; Type G-1		Each	5	550^{00}	2750^{00}
Concrete Inlets; Type D		Each	1	550^{00}	550^{00}
Concrete Driveways		Sq. Yd.	37	25^{00}	925^{00}
Concrete Curbs		Lin. Ft	690	9^{00}	6,210^{00}

"June 28 Letting"

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 5/8/79

ection D St. - F St. (Rainer) Section
County Columbia

ind Of Work Grading and Paving
Length .07
Name B. Bergstedt

Item	Code	Unit	Quant.	Unit Cost	Total
Extra for Asphalt Approaches		Each	4	150.00	600.00
Adjusting Manholes		Each	2	200.00	400.00
Adjusting Boxes		Each	1	100.00	100.00
Sod Lawn		All	All	—	150.00
				$	46,565.00

Mob. 43065 X .08 = 3445

Rou. off to $3500

"June 28, Letting"

8967

File No. 100
Prefix: 305-1936

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services — DEPT. 238-8245 TELEPHONE

TO: FRANK TERPIN
Location Engineer - Salem

DATE: April 26, 1979

FROM: E. J. DUNN
Resident Engineer - Metro

SUBJECT: 'D' Street - 'F' Street
City of Rainier
Columbia County
LOCATION DATA

RECEIVED
APR 30 1979
LOCATION SECTION

I am resubmitting the location data for the subject project.

Due to lack of City of Rainier funds, the project was returned to the consultant, Whitely, Jacobsen & Associates for downscoping. The consulting firm shortened the project, which reduced the construction costs. The construction costs now compute $52,016.

Attachment

pq

cc Max Klotz

To City-County
4-30-79

Returned + [illegible]
5/1/79

Oregon State Highway Division

Sheet 1 of 1

Date 4/24/79 (Revised)

Summary Bid Schedule-Cost Estimate

Section Rainier Section 4th St. West D St. - F St.

DiLoreto

Kind of Work STREET IMPROVEMENT

Length 0.12

Name Whiteley, Jacobsen & Associates

Item	Code	Unit	Quant	Unit Cost	Total
Mobilization 8%		All	All	3100	3100
Temporary Protection & Direction Traffic 3%		All	All	1163	1163
Clearing & Grubbing		All	All	300	300
Removal of Structures and Obstructions		All	All	750	750
General Excavation		CY	519	5.50	2855
Trench Excavation		CY	63	12.00	756
1½" - 0" Aggregate Base		CY	416	17.00	7072
3/4" - 0" Aggregate Base		CY	136	18.50	2516
Watering		MGal.	20	10.00	200
Class "B" Asphalt		Ton	314	27.00	8478
8" - 16" Ga. Al. CMP		Lin. Ft.	202	8.00	1616
12" - 16" Ga. Al. CMP		Lin. Ft.	79	12.00	948
Class B Bedding Material		CY	39	15.00	585
Concrete Manholes		Ea.	1	1500	1500
Concrete Inlets Type G 1 with Basin		Ea.	5	550	2750
Concrete Inlets Type D		Ea.	1	550	550
Concrete Driveway Type A		SY.	37	14.00	518
Concrete Monolithic Curb and Gutter		Lin. Ft.	692	8.25	5709
Adjusting Manholes		Ea.	2	200	400
Adjusting Boxes		Ea.	1	50	50
Connect Storm Drain to Existing Manhole		Ea.	2	500	1000
Sod Lawn		All	All	200	200
SUB - TOTAL					$43016
Construction Engineering (via original agreement)					9000
TOTAL					$52016

Whiteley, Jacobsen & Associates
8525 North Lombard
PORTLAND, OREGON 972
Phone (503) 286-8803

8967

LETTER OF TRANSMITTAL

DATE 4.18.79
JOB NO. 7527
ATTENTION Jon Rose
RE: City of Rainier
4th Street West Project

TO Department of Transportation
Metropolitan Branch
5821 NE Glisan
Portland, OR 97213

GENTLEMEN:

WE ARE SENDING YOU ☑ Attached ☐ Under separate cover via ____________ the following items:

☐ Shop drawings ☐ Prints ☑ Plans ☐ Samples ☐ Specifications

☐ Copy of letter

DESCRIPTION
REET (RAINIER) SECT.
(4TH ST. WEST)

Date 4/23/79
From Metro JON ROSE
To [redacted] Traffic Region 1
[redacted]
Comments: Note that City has elected to cut the project back to stay within available money.
Jon Rose

T

as submitted
☑ Approved as noted
☐ Returned for corrections
☐ For review and comment
☐ ____________
☐ Resubmit ____ copies for approval
☐ Submit ____ copies for distribution
☐ Return ____ corrected prints

305-1936

☐ FOR BIDS DUE ____________ 19 ____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS These are plans sent to the City with letter of April 5, 1979. As asked in red changes are in process to reduce the project scope to stay within available funds.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
APR 2 1979
File: PM FA
TAA LG CP

MA PDM FOL SPC
OCOT METRO
APR 23 1979
AM PPS

COPY TO City of Rainier

SIGNED: Dean Hergesheimer

If enclosures are not as noted, kindly notify us at once.

FORM 240-2 Available from NEBS Inc., Townsend, Mass 01470

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS, SUMMARY & DETAILS
3	PLAN & PROFILE

DR'G NO'S.
2077 CURB, GUTTER & DRIVEWAY
2050A MANHOLES
2106 INLETS

STATE OF OR

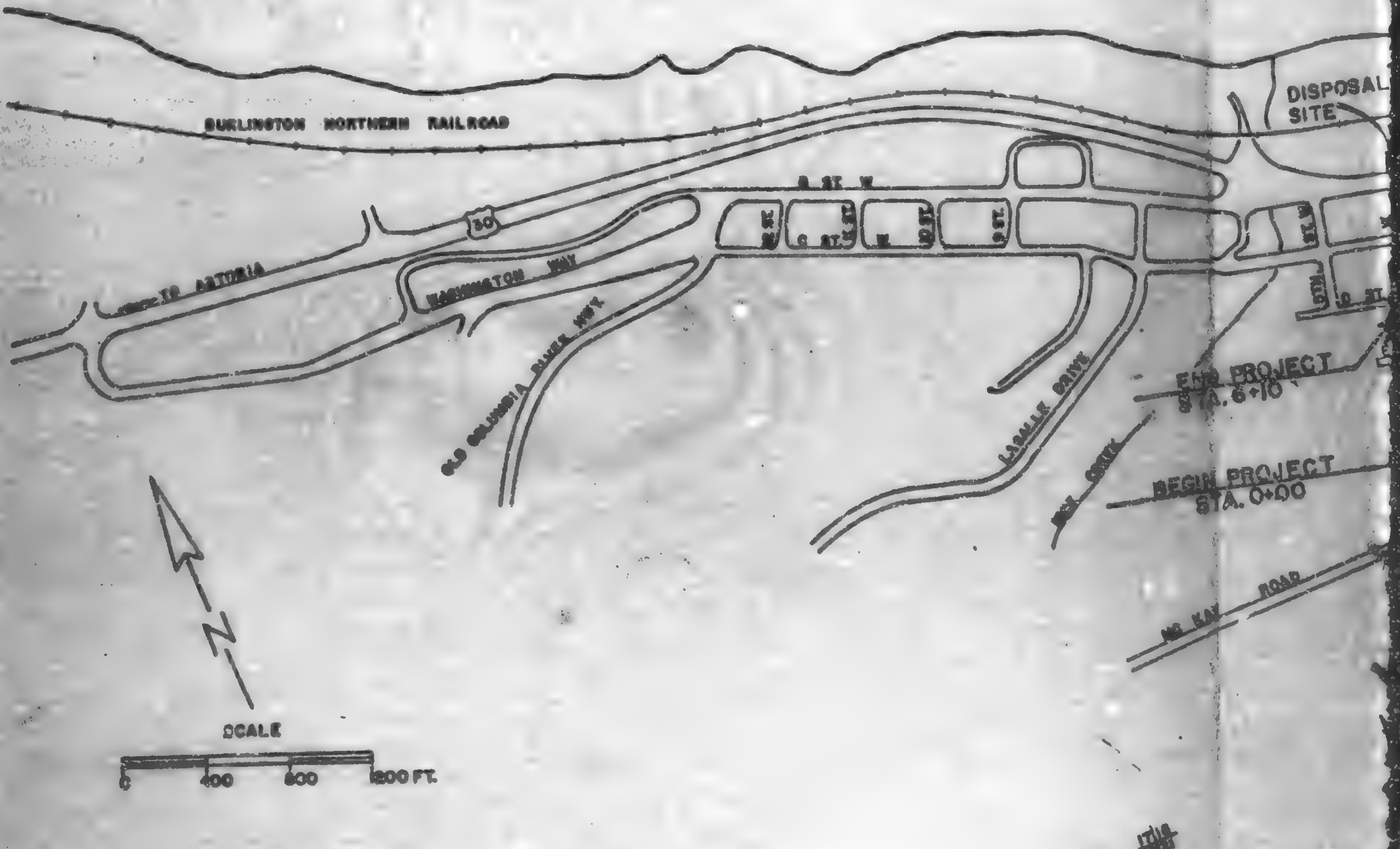
DEPARTMENT OF TRAN

STATE HIGHWAY

PLANS FOR PROPOSED

STREET IMPROVEM

D STREET—F STREET (R
CITY STREET (4 T
COLUMBIA COUN


BURLINGTON NORTHERN RAILROAD
DISPOSAL SITE
B ST. W
30
TO ASTORIA
WASHINGTON WAY
OLD COLUMBIA RIVER HWY.
G ST.
10 ST.
9 ST.
LASALLE DRIVE
D ST.
END PROJECT
STA. 6+10
BEGIN PROJECT
STA. 0+00
MC KAY ROAD
N
SCALE
0
400
800
1200 FT.

TE OF OREGON

OVERALL LENGTH OF PROJECT 0.12 MILE

T OF TRANSPORTATION

IGHWAY DIVISION

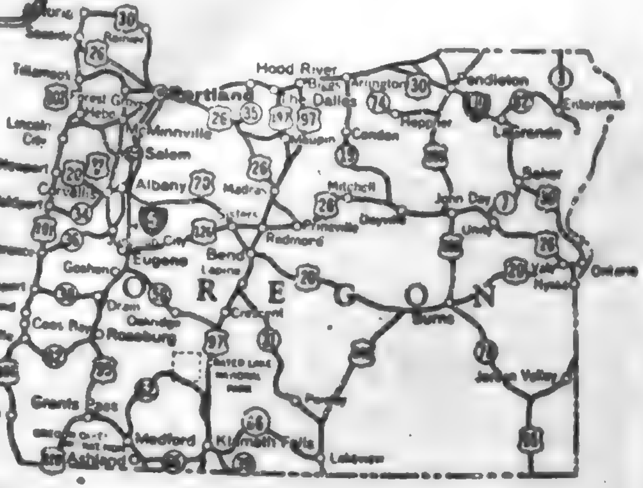
OR PROPOSED PROJECT

STREET IMPROVEMENT

D ST.–F ST. (RAINIER) SECTION CITY STREET (4TH ST. WEST) COLUMBIA COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

O.S.

PRELIMINARY COPY
MAR 29 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT


Portland
Hood River
The Dalles
Pendleton
Salem
Albany
Eugene
Bend
Redmond
Prineville
Burns
Ontario
Coos Bay
Roseburg
Grants Pass
Medford
Klamath Falls
Lakeview
O R E G O N

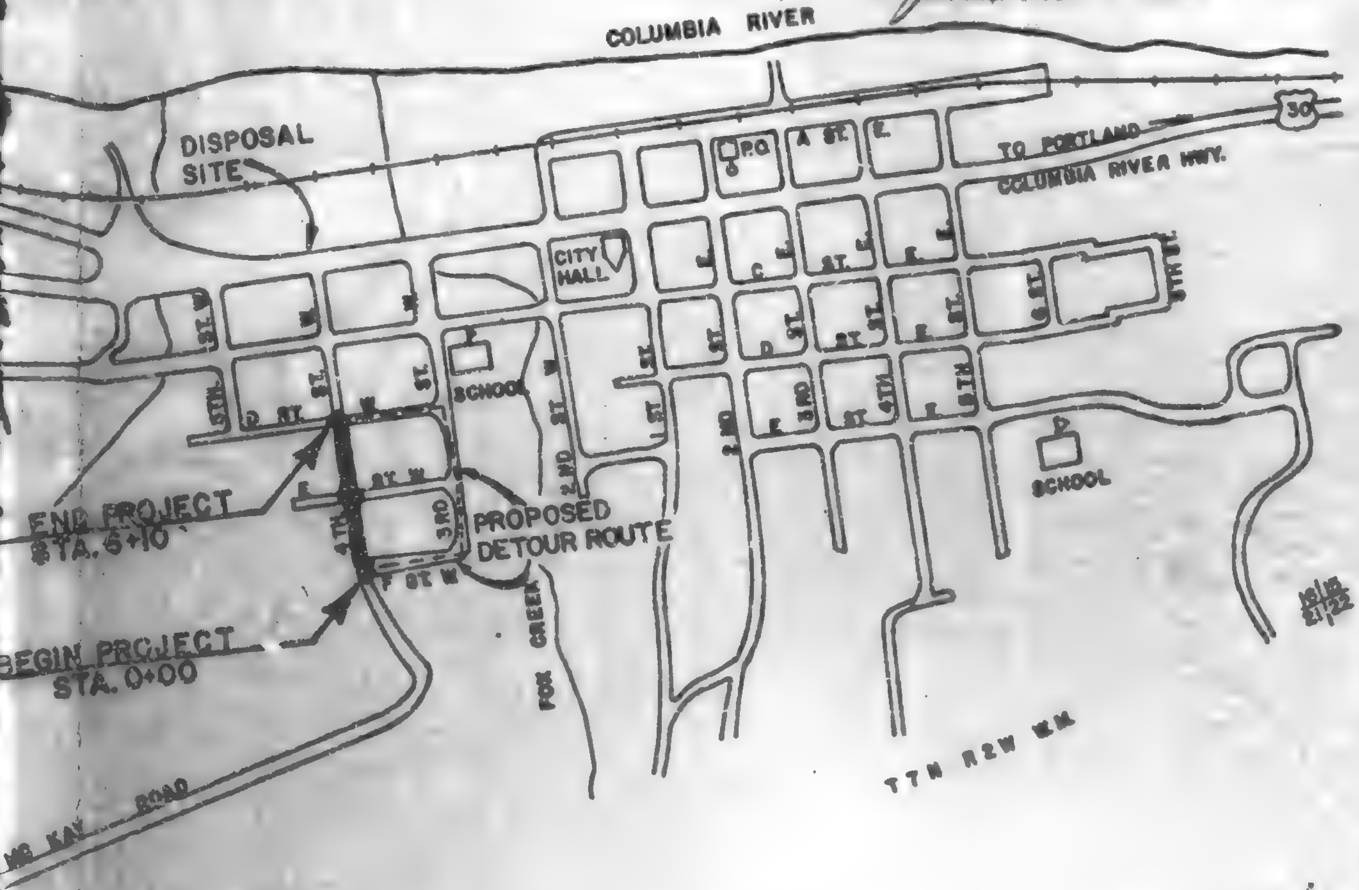
.F STREET (RAINIER) SECT.

STREET (4 TH ST. WEST)

UMBIA COUNTY

Changes in process to stay within budget, originals to be changed.

APPROVED
CITY OF Rainier
BY MAYOR Elizabeth Vickner
BY RECORDER Esther F. Perren
DATE April 16 1979


COLUMBIA RIVER
30
TO PORTLAND
COLUMBIA RIVER HWY.
DISPOSAL SITE
P.O.
A ST.
CITY HALL
SCHOOL
SCHOOL
D ST.
E ST.
F ST. W.
4TH
3RD
5TH
6TH
8TH
PROPOSED DETOUR ROUTE
END PROJECT STA. 5+10
BEGIN PROJECT STA. 0+00
FOX CREEK
T7N R2W W.M.
MC KAY ROAD

PRELIMINARY COPY
SUBJECT TO CHANGE

PLANS PREPARED FOR
CITY OF RAINIER

WHITLEY-JACOBSON & ASSOC.
Consulting Engineers
8525 N. LOMBARD
PORTLAND OREGON 97203

APRIL 19, 1974

PLANS AND SPECIFICATIONS
APPROVED BY:

	TITLE	DATE
	Supt	3-13-79

OREGON DEPARTMENT OF TRANSPORTATION
CONCURRENCE

ASSISTANT STATE HIGHWAY ENGINEER — DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

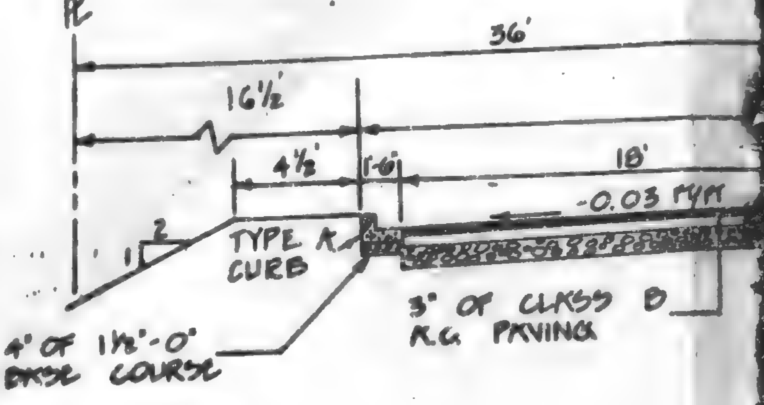
DISTRICT ENGINEER — DATE

OREGON TRANSPORTATION COMMISSION

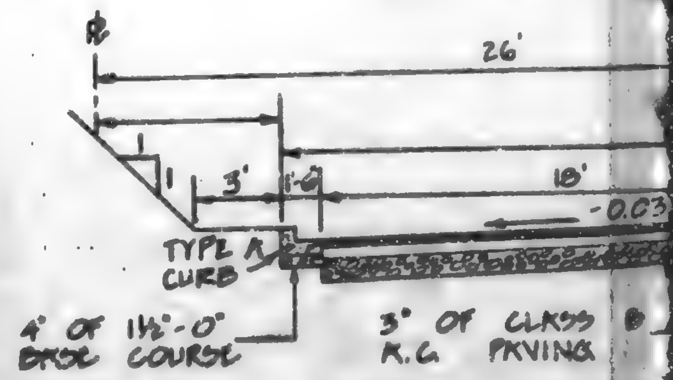
Glenn L. Jackson	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

SUMMARY

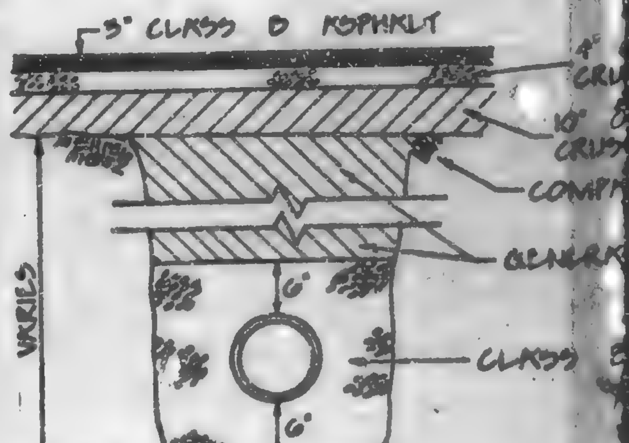
ITEM	UNIT	QUANTITY
MOBILIZATION	ALL	ALL
TEMPORARY PROTECTION & DIRECTION		
OF TRAFFIC	ALL	ALL
CLEARING & GRUBBING	ALL	ALL
REMOVAL OF STRUCTURES & OBSTRUCTION	ALL	ALL
GENERAL EXCAVATION	CU. YD.	1317
TRENCH EXCAVATION	CU. YD.	70
DITCH EXCAVATION	CU. YD.	16
EMBANKMENT IN PLACE	CU. YD.	60
1½"-0" AGGREGATE BASE	CU. YD.	1035
3/4"-0" AGGREGATE BASE	CU. YD.	405
CLASS "B" ASPHALT	TON	465
8"-16 GA. AL. HELICAL CMP CULVERT PIPE	LIN. FT.	190
CLASS "B" BEDDING MATERIAL	CU. YD.	57
CONCRETE MANHOLES	EA.	1
CONCRETE INLETS TYPE G-1	EA.	5
CONCRETE INLETS TYPE D	EA.	1
CONCRETE DRIVEWAYS	SQ. YD.	56
CONCRETE CURB & GUTTER	LIN. FT.	1068
ADJUSTING MANHOLES	EA.	3
ADJUSTING BOXES	EA.	1
CONNECT SD. TO EXIST. MANHOLE	EA.	2
SOD LAWN	ACRE	0.01
12"-16 GA. AL. HELICAL CMP CULVERT PIPE	LIN. FT.	273


℄
36'
16½'
4½'
1'-6"
18'
-0.03 FT/FT
1
2
TYPE A CURB
3" OF CLASS B A.C. PAVING
4" OF 1½"-0" BASE COURSE

TYP
STA. 3-2

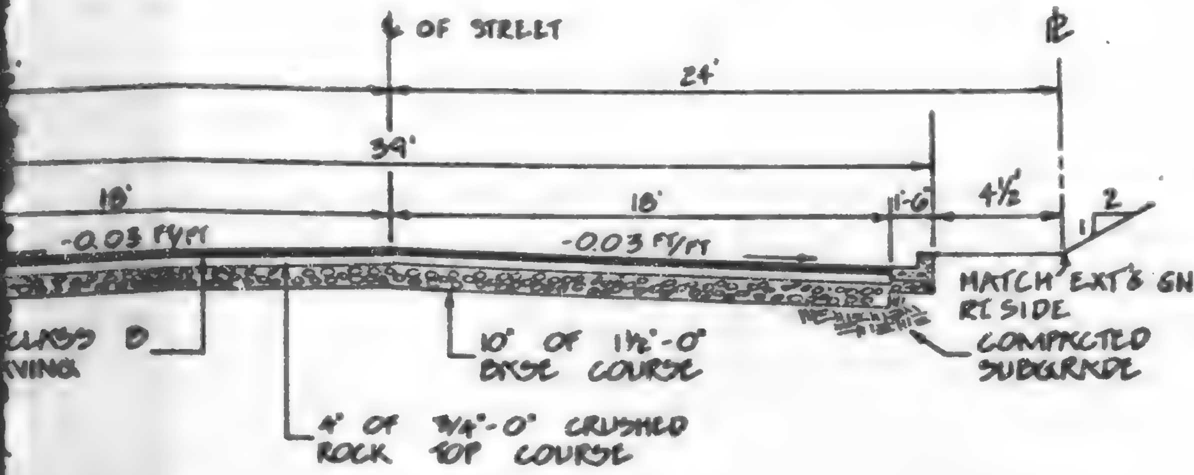

℄
26'
1
1
3'
1'-6"
18'
-0.03
TYPE A CURB
4" OF 1½"-0" BASE COURSE
3" OF CLASS B A.C. PAVING

TYP
STA. 0


3" CLASS B ASPHALT
4"
CRU
10"
CRUS
COMP
GENERA
CLASS
VARIES
6"
6"
PIPE O.D. + 16"

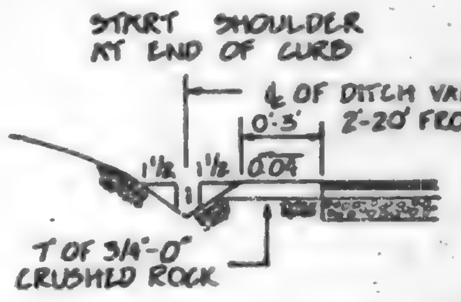
TRENCH DETAIL
NO SCALE

D ST.—F ST. (RAINIER) SECTION CITY STREET (4TH ST. WEST) COLUMBIA COUNTY				SHEET No. 2
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



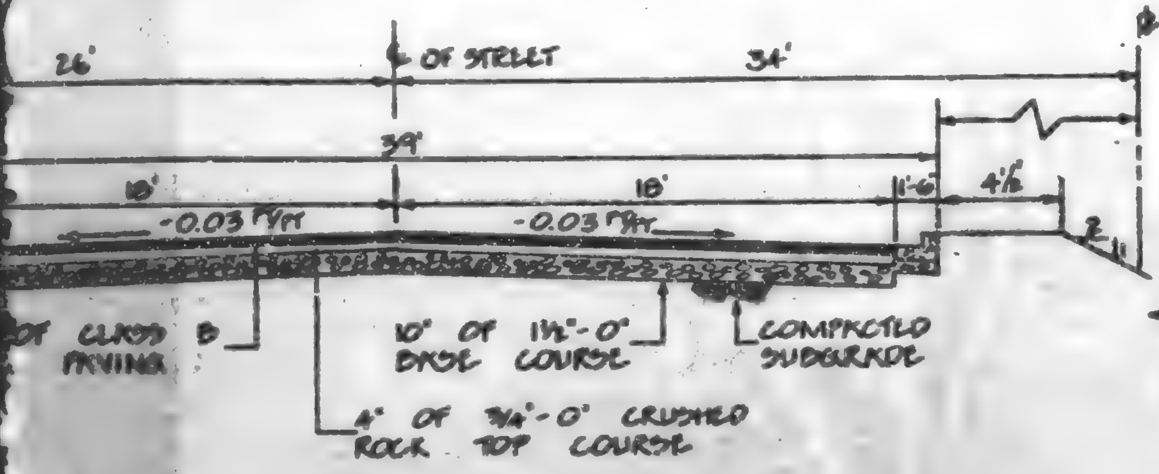
℄ OF STREET
℄
24'
39'
18'
18'
1'-6
4½'
2
1
-0.03 FT/FT
-0.03 FT/FT
MATCH EXT'G GND. RT SIDE
CLASS B
PAVING
10" OF 1½"-0" BASE COURSE
COMPACTED SUBGRADE
4" OF ¾"-0" CRUSHED ROCK TOP COURSE

TYPICAL SECTION
STA. 3+20 TO STA. 6+10
NO SCALE



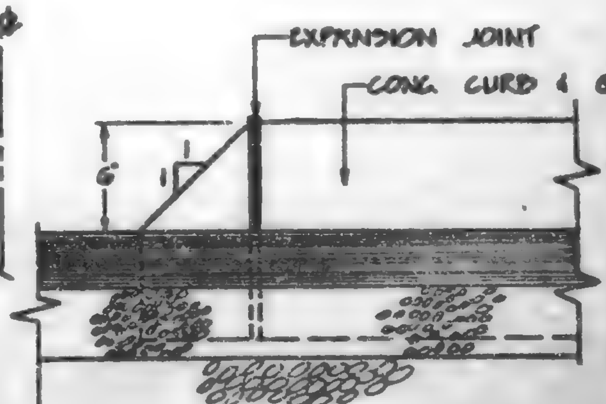
START SHOULDER AT END OF CURB
℄ OF DITCH VARIES 2'-20' FROM ST. ℄
0.3'
.04
1½
1½
1
1
7" OF ¾"-0" CRUSHED ROCK

DITCH & SHOULDER SECTION
STA. 0+00 TO STA. 0+47 LEFT



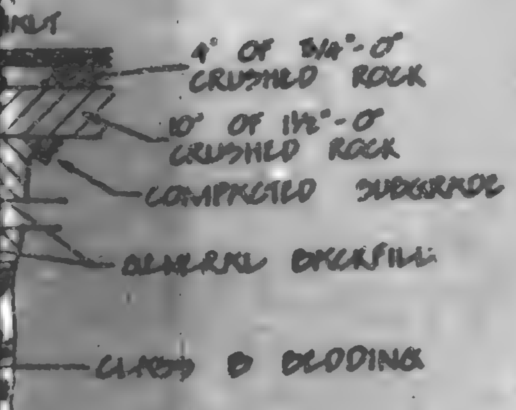
26'
℄ OF STREET
34'
℄
39'
18'
18'
1'-6
4½'
2
1
-0.03 FT/FT
-0.03 FT/FT
OF CLASS B PAVING
10" OF 1½"-0" BASE COURSE
COMPACTED SUBGRADE
4" OF ¾"-0" CRUSHED ROCK TOP COURSE

TYPICAL SECTION
STA. 0+37 TO STA 3+20
NO SCALE



EXPANSION JOINT
CONC. CURB & GUTTER
6"
1
1

END OF CURB DETAIL
NO SCALE



4" OF ¾"-0" CRUSHED ROCK
10" OF 1½"-0" CRUSHED ROCK
COMPACTED SUBGRADE
GENERAL BACKFILL
CLASS B BEDDING

M DETAIL
NO SCALE

LEGEND

EXISTING	TO BE CONST.	
▬		PAVEMENT TO BE REMOVED
—	—	CONC. CURB & GUTTER
— —		GAS LINE
— —		WATER LINE
■		WATER METER
•		WATER VALVE
✦		FIRE HYDRANT
—		SANITARY SEWER
■	●	MANHOLE
—	—	STORM DRAIN
	■	CATCH INLET
———		CULVERT
◆		POWER LINE
—		PROPERTY LINE
—·—		FENCE
•		CATCH INLET TO BE REMOVED
○		TREES
←		GUY WIRE
•		TRAFFIC SIGN

8967

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

2005

Attention: Right-of-Way Section 4-20-79

Subject: Federal Aid Project No. 505-0504(1)
Project Name D St - H St. Section
4th Street West

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property has been or will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

C.C. D.E. Swan
C.T. Kearsey
Roger Tryggsedt

Signed at Rainier, Oregon, this 20 day of April, 1979

City of Rainier

Elizabeth Viehauer
Mayor

Esther V. Perren
City Recorder

Certified By:

Kenneth Roefe
Regional Right-of-Way Supervisor
Date 4-26-79

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/75

8967

505-[illegible]-1(1)

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION
DEPT.

378-6558
TELEPHONE

TO: Jon Rose
Federal Aid Coordinator, METRO

DATE: April 17, 1979

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: D Street-F Street (Rainier) Sec.
City Street (4th St. West)
Columbia County

The subject project is returned herewith for you to transmit to the consultant. Attached is a list of items. Greg DiLoreto, of the consultants' office, telephoned and asked that the job be returned so they could revise it.

We have a revised base design as follows:

3" Class B Asph. Conc.
2" Aggregate Leveling course
6" Aggregate base course

The revised project should be worked up with this base design, since we must obtain FHWA approval. Also if TP and DT is to be contracted, it should be shown on the plans and/or described in the specs.

DNS:cj
cc: D. H. Moehring
J. Mannis
C. Hartle

Attachments

PROJECT MANAGEMENT
CCE
FAE 4
APR 18 1979
File: PM FA
TAA LG CP

D Street-F Street (Rainier) enclosures:

1	Detail Map (Mylar)
1	Sheet Typical Sections (Mylar)
1	Title Sheet (Mylar)
1	Report on Survey
1	Locating Engineer's Statement
1	Special Revisions
1	City-State Agreements
1	Evaluation of Roadway Thickness
1	Authority for Survey
2	Sheets Federal Aid Approval Letter

Estimate & Calculations (Consultant)
Estimate & Calculations (State)

8967

4-16-79

OREGON

F TRANSPORTATION

HWAY DIVISION

PROPOSED PROJECT

ET . IMPROVEMENT

STREET (RAINIER) SECT.

EET (4TH ST. WEST)

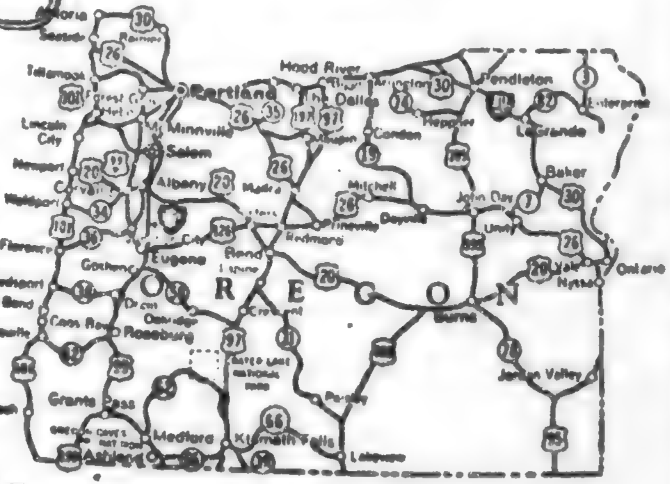
BIA COUNTY

OVERALL LENGTH OF PROJECT 0.12 MILE

D ST.–F ST. (RAINIER) SECTION CITY STREET (4TH ST. WEST) COLUMBIA COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	,		See Index

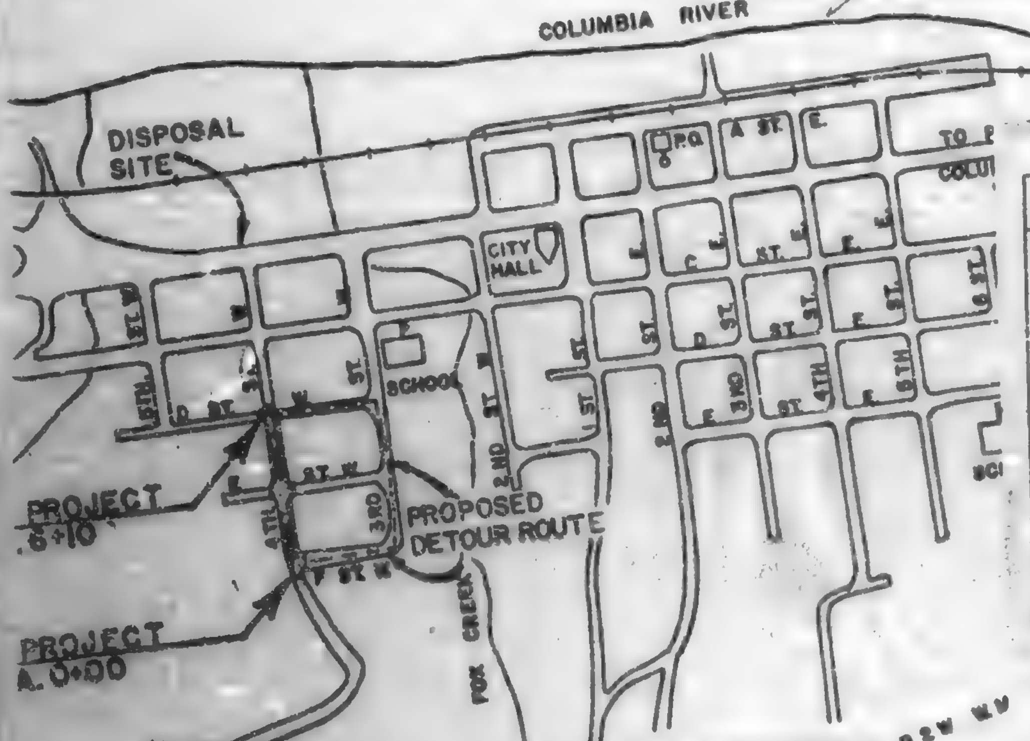
O.S.

PRELIMINARY COPY
MAR 29 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT


Portland
Hood River
The Dalles
Pendleton
La Grande
Baker
Salem
Albany
Newport
Eugene
Bend
Roseburg
Coos Bay
Grants Pass
Medford
Ashland
Klamath Falls
Burns
Ontario
John Day
O R E G O N
30
26
97
395
5

Changes in process to stay within budget, originals to be changed.

APPROVED
CITY OF Rainier
BY MAYOR
BY RECORDER
DATE April 16 1979


COLUMBIA RIVER
DISPOSAL SITE
CITY HALL
SCHOOL
P.O.
A ST.
C ST.
D ST.
E ST.
F ST.
2ND
3RD
4TH
5TH
6TH
PROJECT .S+10
PROPOSED DETOUR ROUTE
PROJECT A. 0+00
FOX CREEK
ROAD
T7N R2W W.M.
30
TO P
COLU

PRELIMINARY COPY
SUBJECT TO CHANGE

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 4/27/79

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
[✓ Engineering (Design)]
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number ______
District Number ______

ATTENTION: D.O. Christensen

FROM: Proj. Mngt.

COMMENTS:

RECEIVED
APR 27 1979
ROAD DESIGN SECTION

____ Versteeg ____
____ Anderson ____
Ru Christenson Copy
____ Olson ____
Ru Sullivan Copy
____ Terpin ____
I Trout ____
____ Wakerlig ____

Do Not File ☐
Return To ______
Bring Up ____/____
Action ______

OREGON TRANSPORTATION CO

Glenn L. Jackson	CHAIR
Michael P. Hollern	VICE
Gordon Coleman	COMM
Peter J. Brix	COMM
Tom Walsh	COMM
Fred B. Klaboe	DIRECT

8967

PROJECT MANAGEMENT OFFICE MEMO

Date 4-16-79

Subject Rainier - Detour Signing File No. ________

Received (call) (~~visit~~) from Jon Rose

Address ________

Made (call) (visit) to ________ Phone ________

Reason for contact and general discussion: Contacted Consultant - (Jacobson -) Stated they wanted all Detour Signing part of The Contract.

4/16/79 cc Bill Boode

John Rose - Contact consultant to find out what they wishes done for temp. protection & direction of traffic - We now have $ only.

4/16/79 Talked to Jon and Consultant.

Signature Hildebrandt

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

Don Staudenmaier is writing in letter - he is sending plans back to cut job back.

8967

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

PROJECT MANAGEMENT
File: PM FA
TA LG OP

April 5, 1979

Telephone 238-8250

ESTHER V. PERREN
City Recorder
City of Rainier
P.O. Box 221
Rainier, OR 97408

Subject: Preliminary Review Plans For Street West Project
(D to F Streets) City of Rainier

Esther:

Here are two sets of preliminary plans for the 4th Street West Safer Off-System Road Project. Since these were prepared by the city consultant, I am sure you are familiar with what is proposed, but in light of the present funding problem which was explained in our letter to you, dated March 28th, the city should review the plans and indicate any changes which should be made.

I talked by telephone with Dean Hergesheimer and he felt that the city would probably elect to cut back the project to stay within the available money and proceed with contracting as soon as possible. If this is your wish the plans should be altered in red to indicate how this should be accomplished.

If the city wishes to delay the project, hoping for additional federal funding, you should advise us of this promptly so that we can make the necessary adjustments to re-distribute the unused money. If the city choses to postpone the project the freed money would be made available to another agency with a partially funded project and Rainier would retain its priority position for full funding when and if federal money becomes available. This approach, of course, carries with it the risk that funding may be delayed a matter of months or the program could be canceled entirely.

In any event, please review the plans and indicate in red any changes you would wish to make and return one signed set to me at this office. The State and the League of Oregon Cities have developed policy guidelines to cover the handling of this funding problem and we must know before May 4th exactly how you wish this to be handled. To give us time to work out details we should have your answer as soon as possible.

This funding uncertainty has placed us all in a difficult position and if we can be of any assistance whatever, please call.

Jon Rose

JON ROSE
Federal Aid Specialist

rl

cc: Region I, E.J. Dunn, Whitely Jacobsen & Assoc.

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section "D" St. - "F" st. (Rainier) County Columbia Prefix 305-1936
Highway 4th Street Date 3/15/79
Length .12 Miles ______ Designer ______ Title ______
Signed ______

Grading & Drainage $ 35,031

Surfacing $ 31,690

Extra Work

______ $ ______
______ $ ______
______ $ ______
______ $ ______
______ $ ______
______ $ ______
______ $ ______
______ $ ______
______ $ ______
______ $ ______

MA PDM PDE TSE SPC
ODOT - METRO
MAR 27 1979
AM PPS FILE T/A

TOTAL EXTRA WORK $ ______

TOTAL . . . . $ 66,721

+ 20% Engineering and Contingencies $ 13,344

Structures

______ $ ______
______ $ ______
______ $ ______
______ $ ______

TOTAL STRUCTURES $ ______

Right of Way $ ______

TOTAL ESTIMATED COST . . . . $ 80,065

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 3/15/7

ction "D" St. - "F" St. (Rainier)
County Columbia
ind Of Work Grading & Paving
Length 0.12 mi
Name Hartle

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization 8%					4809
Temp Prot & Dir 3%					1803
Clearing & Grubbing					750
Rem Str & Obs					1100
Gen Exc		Cu.yd.	1317	5.50	7244
Tr Exc		Cu.yd	70	12.00	840
Ditch Exc		Cu.yd.	16	10.00	160
1½"-0" Agg Base		Ton	1396	9.00	12,564
¾"-0" Agg Base		Ton	404	9.75	3939
Watering		M-Gal	32	10.00	320
Class "C" A.C.		Ton	382	23.50	8977
Asph Cem in mix		Ton	25	110.00	2750
8" C.M.P.		Lin.Ft.	190	8.00	1520
12" C.M.P.		Lin.Ft.	273	12.00	3276
Class "B" Bedding Material		Cu.yd.	57	15.00	855
Concrete Manhole		Ea	1	1500.00	1500
Inlet, Type E-1		Ea	5	550.00	2750
Inlet, Type D		Ea	1	550.00	550
Type "A" Drainage		Sq.yd.	56	25.00	1400
Type A Curb		Lin Ft	1068	8.25	8960
Adjust manhole		Ea	3	200.00	600
Adjust mailbox		Ea	1	50.00	50
Sod Lawn		Acre	0.01	400.00	4

8967

1527

From Metro Jon Rose | Date 4/6/79

To Jerry Wimer

[✓ Program Mgmt.] Traffic Region 1

Comments: Rainier has decided to cut back its SOSR project. Federal money obligated is $51,462, equal to total cost of $60,000 when matched. P.E. will have used $10,000, leaving $50,000 for construction. Jon Rose

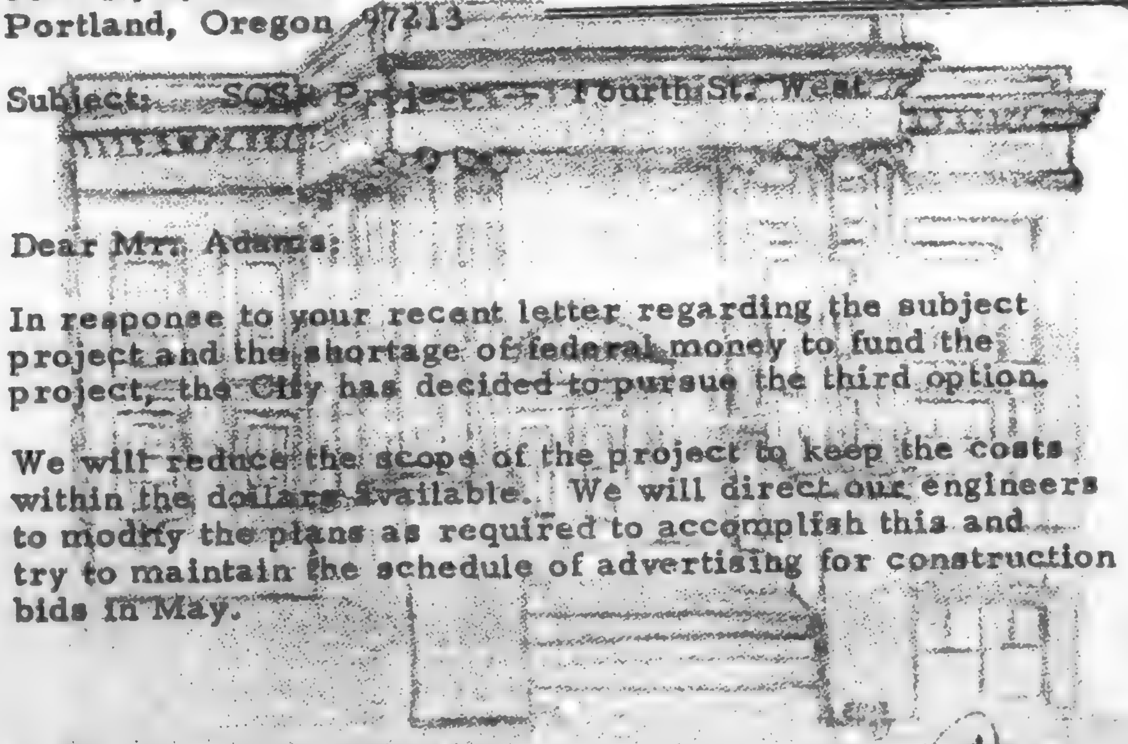
---

City of

P.O. Box A Rainier, Oreg

April 4, 1979

Mr. D. R. Adams
Project Development Manage
Department of Transportatio
Metropolitan Section
5821 N.E. Glisan
Portland, Oregon 97213



Subject: SOSR Project -- Fourth St. West

Dear Mr. Adams:

In response to your recent letter regarding the subject project and the shortage of federal money to fund the project, the City has decided to pursue the third option.

We will reduce the scope of the project to keep the costs within the dollars available. We will direct our engineers to modify the plans as required to accomplish this and try to maintain the schedule of advertising for construction bids in May.

Yours truly,

Elizabeth Vilhauer

Elizabeth Vilhauer,
Mayor

cc: Whiteley, Jacobsen & Associates
Portland

MA PDM PDE TSE SPC
ODOT - METRO
APR 5 1979
AM PPE EG FILE T/A

CITY COUNCIL MEETS FIRST AND THIRD MONDAY EACH MONTH

NM

8967

Date 4-3-79 **PROJECT MANAGEMENT OFFICE MEMO**

Subject Rainier SOS Project File No. ______

Received (call) (~~visit~~) from John Rose

Address ______

Made (call) (visit) to ______ Phone ______

Reason for contact and general discussion: Discussed transfers proposed by MSD (Cutting from 7 to 6 and maybe to 5 projects) as opposed to Rainier (a Group 2) deciding by May 7 whether to cut back (Not enough local # to overcome Fed # shortage) or to trust transferring from another project. Most likely need to cut to proceed now but could wait to Fall for more likely full funding in Fall. Mentioned AOC-IOC-State vs Fed controls.

Signature S. Wemer

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) Ⓡ Prange Ⓣ Reynoldson
Circulate: PME LGE OPE FAE CCE OM Other

8967

3-79

```
TOTAL TO DATE JOB COST SUMMARY                                            MARCH 1979        PAGE [illegible]
                                                                             FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX        FUNCTION   OR  CURRENT MONTH    YEAR TO DATE        TO DATE
                                   305   1932    905      00 P 1                     [illegible]     1,[illegible]
                                   305   1932    914      00 P 1                       31.[illegible]        31.[illegible]
                                   305   1932    920      00 P 1                       84.7[illegible]        84.7[illegible]
                                   305   1932    921      00 P 1                      416.97        416.97
                                   305   1932    922      00 P 1                       [illegible]        [illegible]
                                   305   1932    923      00 P 1                                      11.99
                                                 TOT      P1                          [illegible]      [illegible]
                                               ** JOB TOTALS **               **      [illegible]  **  [illegible]  **

  MCL-CALVIN-H ST (COLUMBIA CTY CONT NO    2 FR PROJ HOS 203 [illegible] 100                                   STATE
                                   305   1936    [illegible]      00 M 9                    [illegible].00       [illegible].00
                                   305   1935    [illegible]      00 M 9                  [illegible]CR     [illegible]CR
                                   305   1935    [illegible]      00 M 9                  1,148.00     1,148.00
                                   305   1935    [illegible]      00 P 1                  [illegible]     [illegible]
                                   305   1936    [illegible]      00 P 1                  [illegible]     [illegible]
                                   305   1936    910      00 P 1                      [illegible]     1,[illegible]
                                   305   1936    911      00 P 1                       29.98        29.98
                                   305   1936    915      00 P 1                        [illegible]         [illegible]
                                   305   1936    920      00 P 1                       84.74        84.74
                                   305   1936    921      00 P 1                      761.93       761.93
                                   305   1935    922      00 P 1                       [illegible]        [illegible]
                                   305   1935    923      00 P 1                      140.[illegible]       140.[illegible]
                                                 TOT      P1                        [illegible]    9,667.30
                                               ** JOB TOTALS **               **    [illegible]  **  9,667.30  **

  RAINIER-D ST-H ST              CONT NO        FR PROJ HOS 205 [illegible] 100                                   STATE
                                   305   1936    295      00 M 9                  1,121.00     1,121.00
                                   305   1936    296      00 M 9                  1,121.00CR   1,121.00CR
                                   305   1936    901      00 P 1           92.72      [illegible]      [illegible]
                                   305   1936    904      00 P 1        1,[illegible]      [illegible]      [illegible]
                                   305   1936    905      00 P 1           64.27      637.23       637.23
                                   305   1936    923      00 P 1                      13[illegible]       13[illegible]
                                                 TOT      P1            1,[illegible]    9,[illegible].73     9,[illegible].73
                                               ** JOB TOTALS **          1,[illegible]  **  9,[illegible].73  **  9,[illegible].73  **

  COOS BAY PAVEMENT MARKINGS     CONT NO    2 FR PROJ HOS HHS [illegible] 100                          .00     STATE
                                   306   1901    295      00 M 9                                 [illegible]CR
                                   306   1901    296      00 M 9                                 [illegible]
                                   306   1901    905      00 P 1                                 69.[illegible]
                                   306   1901    905      00 M 1                                   .15
                                                 TOT      P1                                     [illegible]
                                                 TOT      M1                                       .15
                                               ** JOB TOTALS **               **          **      70.[illegible]  **

  MYRTLE POINT CITY STREETS      CONT NO    2 FR PROJ HOS 206 [illegible] 100                          .00     STATE
                                   306   1903    296      00 M 9                                   [illegible]
```

8967

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section "D" St. - "E" St. (Rainier)
County Columbia
Prefix 305-1936
Highway 4th Street
Date 3/15/7[illegible]
Length .12 Miles
Designer
Signed
Title

$ 35,031

$ 31,690

ROUTING SLIP—DEPT. OF TRANSPORTATION
Date: 3/27/79

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storerooms
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
[✓ Metropolitan]
Region Number
District Number

ATTENTION: Jon Rose

FROM: Proj. Mngt.

COMMENTS: Please forward a copy to city. This is very near the field estimate that the city was informed of.

Form 731-0022 (7/78)
SP*70169-784

$ 66,721

+ 20% Engineering and Contingencies $ 13,344

Structures

$

$

$

$

TOTAL STRUCTURES $

Right of Way $

TOTAL ESTIMATED COST $ 80,065

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section "D" St. - "F" St. (Rainier)
Highway 4th Street County Columbia Prefix 305-1936
Length .12 Miles ______ Designer ______ Date 3/15/77
Signed ______ Title ______

Grading & Drainage $ 35,031

Surfacing $ 31,690

Extra Work

______ $ ______
______ $ ______
______ $ ______
______ $ ______
______ $ ______
______ $ ______
______ $ ______
______ $ ______
______ $ ______
______ $ ______

TOTAL EXTRA WORK $ ______

TOTAL . . . . $ 66,721

+ 20 % Engineering and Contingencies $ 13,344

Structures

______ $ ______
______ $ ______
______ $ ______
______ $ ______

TOTAL STRUCTURES $ ______

Right of Way $ ______

TOTAL ESTIMATED COST . . . . $ 80,065

[illegible]

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date ~~2/[illegible]/79~~ 3/15/7

ection "D" St. - "F" St. (Rainier)
County Columbia

ind Of Work Grading & Paving
Length 0.12 mi
Name Hartle

Item		Code	Unit	Quant.	Unit Cost	Total
Mobilization	8%					4809
Temp Prot & Dir	3%					1803
Clearing & Grubbing						750
Rem Str & Obs						1100
Gen Exc			Cu.yd.	1317	5.50	7244
Tr Exc			Cu.yd	70	12.00	840
Ditch Exc			Cu.yd.	16	10.00	160
1½"-0" Agg Base			Ton	1396	9.00	12,564
3/4"-0" Agg Base			Ton	404	9.75	3939
Watering			M.Gal	32	10.00	320
Class "C" A.C.			Ton	382	23.50	8977
Asph Cem in mix			Ton	25	110.00	2750
8" C.M.P			Lin Ft.	190	8.00	1520
12" C.M.P			Lin Ft.	273	12.00	3276
Class "B" Bedding Material			Cu.yd.	57	15.00	855
Concrete Manhole			Ea	1	1500.00	1500
Inlet, Type E-1			Ea	5	550.00	2750
Inlet, Type D			Ea	1	550.00	550
Type "A" Driveway			Sq.yd.	56	25.00	1400
Type A Curb			Lin Ft	1068	8.25	8960
Adjust manhole			Ea	3	200.00	600
Adjust Mailbox			Ea	1	50.00	50
Sod Lawn			Acre	0.01	[illegible]	4

8967

"D" Street - "H" Street
Fourth Street West - City of Rainier
Columbia County

Prefix: 305-1936 Federal Aid Number: SOS ~~5404(1)~~ 0504(1)

2-13-79

REPORT ON SURVEY

This survey is located between "D" Street and "H" Street-actual "D" Street - "F" Street, within the City of Rainier. The project is identified as a Safer Off System Road project. Federal Aid Number SOS ~~5404(1)~~ 0504(1).

There is a discrepancy between the Agreement, the Authority for Survey and the Federal letter of approval. The first two identify the survey as between "D" Street and "H" Street (1200 feet in length). The Federal letter of approval identifies the survey as being between "D" Street and "F" Street (600 feet in length). The letter is dated 7/7/78 and this is the segment being submitted. Copies of these three documents are included.

The survey was done by consultant: Whitely, Jacobsen and Associates of 8525 North Lombard, Portland, Oregon 97203, phone number: 286-8803. This office was assigned the responsibility of monitoring the survey with the consultant.

Due to the current high costs on projects, an update of costs was run by this office. A breakdown of the costs are defined below:

Preliminary Engineering	$ 9,000	(via agreement)
Estimated Project Cost	61,670	
Construction Engineering	9,000	(via agreement)
TOTAL COSTS	$79,670	

The City of Rainier was notified of the proposed costs and they advised by letter

Returned to
H. Wakerlig
2/13/79

Summary-Bid Schedule-Cost Estimate

Date

on Rainier Section 4th St. West 'D' St. to 'F' St.

Cost Revised 1/17/79

Kind of Work Street Improvement Length 0.12 Name DiLoreto, Whiteley, Jacobsen & Ass

No.	Item	Code	Unit	Quant	Unit Cost	Total
1	Mobilization @ 8%		All	All	$4,450	$4,45
2	Temporary Protection & Direction of Traffic @ 3%		All	All	1,670	1,67
3	Clearing and Grubbing		All	All	750	75
4	Removal of Structures and Obstructions		All	All	1,000	1,00
5	General Excavation		Cu. Yd.	1,317	5.25	6,914
6	Trench Excavation		Cu. Yd.	70	16.00	1,120
7	Ditch Excavation		Cu. Yd.	16	13.00	208
8	Embankment in Place		Cu. Yd.	60	7.50	450
	1½" – 0" Aggregate Base		Cu. Yd.	1,035	10.00	10,350
0	3/4" – 0" Aggregate Base		Cu. Yd.	405	10.00	4,050
1	Class 'B' Asphalt		Cu. Yd.	465	27.00	12,555
2	8" – 16 Ga. Al. Helical CMP Culvert Pipe		Lin. Ft.	463	8.00	3,704
3	Class 'B' Bedding Material		Cu. Yd.	57	25.00	1,425
4	Concrete Manholes		Ea.	1	1,500	1,500
5	Concrete Inlets Type G-1		Ea.	5	550	2,750
6	Concrete Inlets Type D		Ea.	1	550	550
7	Concrete Driveways		Sq. Yd.	56	14.00	784
8	Concrete Curb and Gutter		Lin. Ft.	1,068	5.00	5,340
9	Adjusting Manholes		Ea.	3	200	600
0	Adjusting Boxes		Ea.	1	100	100
1	Connect S.D. to Existing Manhole		Ea.	2	500	1,000
2	Sod Lawn		Acre	0.01	40,000	400
	SUBTOTAL					61,67
	Construction Engineering (via original agreement)					9,00
	TOTAL					$70,6

8967

Form 734-1193 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-24-78	CC 1904		305-1936

BILL TO: Code:

City of Rainier
City Hall
Rainier, OR 97048
Attn: Esther Perren, City Recorder

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the PE for the "D" Street-"F" Street Section on 4th Street SOS-0504(1) AD 469			

Advance Deposit Amount $ 1,423.00

Advance Deposit Previously Transferred to Highway Fund $ -

Balance $ 1,423.00

Transfer to Highway Fund $ 1,123.00

Refund Due $

Partial or final request for billing

Number of the previous request in connection with this service.

Amount Due . . . . . $

Submitted by:

Harold Reynoldson

Approved:

Gerald W. Wimer

SP*35726-73-

.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8967

LETTER OF APPROVAL ND/OR AUTHORIZATION

XXXXXXXXXX S08-0504(1)

S PROJECT NO.
e below

FROM:
G. L. Green, Division Administrator
Salem, Oregon
7-14-78

PROGRAM NO.

ITEM NO.
80324

COUNTY NAME
Columbia

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
7-7-78	7-14-78	Non Federal-aid City Street

GENERAL LOCATION:
"D" Street - "F" Street (Rainier) Section

GENERAL DESCRIPTION OF WORK:
Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Consultant Agreement

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Wimer's letter of 6-20-78 I approve the consultant agreement with Whitely, Jacobson & Associates of Portland, Oregon for preliminary engineering on a lump sum basis not to exceed $9,000 and construction engineering on an actual cost plus net fee basis not to exceed $9,000 (TEC of contract $18,000 - FF $15,444)

Approval and participation of the work performed under actual cost plus net fee contracts are subject to the provisions of FHPM 6-1-2.2 paragraph 6c.

5

Swan
7-17

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-14-78		for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976--626-787

~~[illegible]~~

8967

Date: July 10, 1978

City of Rainier
City Council
City Hall
Rainier, OR 97048

Attn: Esther Farren
City Recorder

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the "D" St.-"F" St. Section. Project #UGS-0504(1).

Financial sharing of the preliminary engineering is:

Total P.E.	$10,000.00
Federal Funds	8,577.00
Balance	$ 1,423.00
Local Share:	$ 1,423.00

Rec'd
10/13/78

To Region
Jon Rose

Please make your check in the amount of $1,423.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Harold Wimer

G.H. Wimer
Local Government Manager

HW:cw

bc w/AD#____: Vern Skoog - Please return completed AD# 469
when check is received.
Region M Federal Aid Engineer, Jon Rose

5967

7-7-78

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATIO

LETTER OF APPROVAL D/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
SOS-0504(1)

STA ROJECT NO.
See below

COUNTY NAME
Columbia

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80324

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
7/7/78	7/7/78	Non-Federal-aid City Street

GENERAL LOCATION:

D Street- F Street (Rainier) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, grade, drain, and high type pavement.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeology salvage and utility preparatory work TEC NTE $10,000, FF $8,577.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 6/26/78 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $50,000, Federal funds $42,885 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved 5/13/70 this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appropriations Act of 1977 apply to the construction phase of this project.

NOTED
B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7/7/78	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—620-787

8967

June 20, 1978

MISC. CONTRACTS and
AGREEMENTS No. 9587

TO: G.L. Green, Division Administrator
Federal Highway Administration

FROM: Gerald Wimer Gerald Wimer
Local Government Manager

SUBJECT: Local Government Consultant Agreement
D Street-F Street Section
4th Street, W., Project No. S03-0504(1)
City of Rainier and Whiteley, Jacobsen & Assoc.

Presented herewith are two conformed copies of a consultant agreement entered into by the City of Rainier and Whiteley, Jacobsen & Associates for engineering services on subject project. Consultant proposes to perform preliminary engineering for a lump sum of $9,000 and construction engineering for actual-cost-plus-fixed-fee not to exceed $9,000.

We request the following:

(1) Approval of the consultant agreement under the provisions of FHPM 6-1-2-2 and the return of one approved copy for our files.

(2) Authorization to proceed with work by the consultant at an estimated cost of $18,000 with an obligation of $15,444 in federal funds.

MCH:cw
cc: Cliff Leux
Jon Ross, Metro

8967

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 26, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 80324
Project No. SOS-0504(1)
D Street-F Street (Rainier) Section
Columbia County

Attached data for the subject project consists of PR-1 form with project maps.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering including utility preparatory work and archeological salvage at an estimated total cost of $10,000 with an obligation of $8,577 in federal funds.

2) Authorization for construction at an estimated total cost of $50,000 with an obligation of $42,885 in federal funds.

Consultant agreement previously submitted.

DRH:dmc
Att.
cc: E. Hardt, Region 1
M. Klotz
J. Rose
~~H.~~ Reynoldson

AD 469

Budget Bureau No. 41-R2067;

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

June 26, 1978

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT 300 60 DHV	FUTURE (69) (70) 2,000	YEAR (71) (72) 98	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 PE, Gr., Dr., H-T Pave	NATL. FOREST (63) (65)	FA ROUTE NO. (66) (68)	SUPV AGCY (69)	OA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 SOS-	NUMBER 7 0504

CARD

CLASS OF FEDERAL FUNDS: Safer Off-System Roads

NAME OF URBAN AREA 17-31: --

COUNTY NAME: Columbia

CO (14)

ROUTE NO.: N

FEDERAL-AID: Non (32)

STATE: City St.* (36) (37)

U.S.: --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			0.11	10,000	8,577		1,423 (City
5					**ROW**							
5					**CONST** (CODE) 6201		"D St.-F St. (Rainier) Section"	0.11	50,000	42,885		7,115 (City
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	0.11	59,000 (16) (23)	50,462 (24) (23)		8,538 (City
1	14	PROGRAM APPROVAL DATES 3-8-78									REMARKS	

*4th Street W.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

June 26, 1978

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		300 60 DHV	2,000	98	10	Oregon	41	680	80324

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
-T Pave								SOS-	0504	(1)		

OS
System Roads

COUNTY NAME: Columbia CODE: 009

PROGRAM STAGE ☐ 1 OR ☐ 2

ROUTE NO. N FEDERAL-AID: Non STATE: City St.* U.S.: --

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE			0.11	10,000	8,577		1,423 (City)	
ROW								
CONST (CODE) 6201		"D St.-F St. (Rainier) Section"	0.11	50,000	42,885		7,115 (City)	ROW-60' min.; Access Control-none; Parking Restrictions-None.
BY DRH		PROJECT TOTALS	0.11	59,000	50,462		8,538 (City)	

APPROVAL DATES 3-8-78

REMARKS

*4th Street W.

-Over-

USCOMM-DC 48908-P61

D Street-F Street (Rainier) Section
Project No. SOS-0504(1)

Existing Facility: Bituminous surfaced 18-ft. roadway providing 2-lane travel.

Adjacent Sections:
North end -- Bituminous surfaced curbed section 2 lane with parking.
South end -- Same as existing facility.

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases including preparatory work by utility forces and archeological salvage.
2) Grade, drain, H-T pave, curbs and sidewalk necessary to provide 28-ft. curb to curb section with 5-ft. sidewalk on both sides and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements:
State Clearinghouse -- A-95 review approval letter dated May 3, 1978.
District 2 Clearinghouse -- Notice of Intent submitted March 23, 1978 and has layed before the District Clearinghouse more than 30 days without action. Therefore, it is assumed that no adverse review or comments will be received.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on April 5, 1978.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

Control of Utilities: The State has legal authority to control the use by utilities of the right-of-way of this project. A State-City agreement was executed February 13, 1978 complying with paragraph 6d(1) of PPM 30-4.1.

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greement
PPM 30-4.1.

Maintenance: State-City agreement executed February 13, 1978 complies with Section 116, Title 23 USC.

NOTE: 1) This project is in Congressional District No.1.
2) This project include in the FY '78 Annual Program under "Statewide Safer Off-System Roads".

8967

7527

WHITELEY, JACOBSEN & ASSOCIATES
Consulting Engineers
8525 NORTH LOMBARD
PORTLAND, OREGON 97203

June 14, 1978

Department of Transportation
Metropolitan Section
5821 N.E. Glisan
Portland, OR 97213

Attention: Jon Rose, Federal Aid Engineer

Subject: City of Rainier, Fourth Street West SOSR Project

Here are four (4) signed copies of the Consultant Agreement for the subject project. The agreement has been revised to include the land survey cost in the preliminary engineering lump sum.

Enclosed is letter from our accounting department which clarifies the inclusion of consultants as an overhead cost item. We trust this will meet with your approval.

We did not include the breakdown of the preliminary engineering lump sum in an exhibit. Your "Procedures for Engagement of Consultants by Local Governments" in Section 3c. (1) paragraph four specifically states that this item should not be included as an exhibit.

Please let us know if you need any additional information.

Yours truly,

Dean Hergesheimer

Dean Hergesheimer, P.E.
Vice-President

cc: City of Rainier

Enclosures

MA PDM PDE TSE SPC
ODOT - METRO
JUN 15 1978
AM PPS FILE T/A

MA PDM PDE TSE SPC
ODOT - METRO
JUN 15 1978
AM PPS FILE T/A

8967

WHITELEY, JACOBSEN & ASSOCIATES
Engineers & Architects
2118 THIRD AVENUE
SEATTLE, WASHINGTON 98121

May 30, 1978

State of Oregon
Highway Division Accounting
Highway Building
Salem, Oregon 97310

Reference: Pre-Award Evaluation
City of Rainier/Whiteley, Jacobsen & Associates
"D" Street to "F" Street, 4th Street West

Subject: 1977 Overhead Computation
Exhibit "A", P. 3

Gentlemen:

In response to your Memo dated May 3, 1978 regarding inclusion of Consultants in our overhead rate, we offer the following clarification:

In order to provide a complete Engineering Consulting service we have historically sought services from outside technical sources to accomplish portions of a design project. Such services might include help in estimating, specification writing, electrical and/or mechanical design. In addition to the cost of such services, as the consulting firm, we are responsible for the Contract coordination, administration and carry the principal liability of their work. Since such costs are generally absorbed as part of the cost of a project we have included them in our overhead.

We understand from government regulations that in accordance with generally accepted auditing procedures, the inclusion of consulting services in a principal consulting firms overhead is allowable.

Further, the Corps of Engineers has recently approved the subject overhead breakdown as submitted for a project awarded to our firm.

If you should wish further clarification of the above, please let us know.

Very truly yours,

WHITELEY, JACOBSEN & ASSOCIATES

Clare Whiteley

Clare Whiteley
Accounting Department

8767

STATE OF OREGON **INTEROFFICE MEMO**
HIGHWAY ACCOUNTING

TO: Vernon E. Skoog
Controller

DATE: May 3, 1978

FROM: Dettmar W. Jones D. W. Jones
Staff Auditor

SUBJECT: Pre-award Evaluation
City of Rainier/Whiteley, Jacobsen & Assoc.
"D" Street to "F" Street, 4th Street West

Definition Statement

Gerald Wimer. Local Governments Manager, requested by memo dated April 28, 1978, the referenced evaluation as required by FHPM 1.7-2.

City proposes to reconstruct a section of its street system with funds available under the "off-system" program. It proposes to employ Consultant to perform all engineering; preliminary for a lump sum of $9,000, and construction at actual cost plus fixed fee not to exceed $9,000.

Analysis

City submitted a letter stating that Consultant was selected because he had been employed "for several years on a regular basis", which appears to be acceptable justification for his selection on the referenced project.

Exhibit "A" containing the cost figures is arithmetically correct. We should include the breakdown of the preliminary engineering lump sum in that Exhibit; ~~however,~~ it has been numbered Page 1 of 3 and the numbering of following pages revised accordingly. If Jon Rose's suggestion is appropriate that the $1,200 estimated land survey cost be a part of the preliminary engineering lump sum, then the total figures in the Exhibit and in Section VI-A should be revised.

My only reservation is the inclusion in 1977 Overhead computation (Exhibit "A", P. 3) of 15.5% for Consultants. Typically this should be a direct project cost, unless the consultation is in the unlikely area of general and administrative procedures or policies relating only to corporate operations. It is a significant percentage and should be relegated, perhaps, to a non-labor direct actual cost. Consultant should clarify this point.

Conclusion

With the exceptions of the $1,200 survey fee and the 15.5% consultant's indirect cost, the proposed costs appear to be reasonable, allocable and allowable.

Contingent upon clarificaton of these two items I recommend approval.

DWJ:njc

cc: G. W. Wimer ✓
R. J. Hacek

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

City of Rainier

P.O. Box A Rainier, Oregon 97048 Telephone 556-7301

PROJECT MANAGEMENT
F.E ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
APR 25 1978
TAA Holmes File: ✓ PM FA LG OP

Department of Transportation
Metropolitan Section
5821 N.E. Glisan
Portland, OR 97213

Attention: Jon Rose, Federal Aid Coordinator

Subject: Fourth Street West

Enclosed are four (4) copies of the unsigned consultant agreement and estimates for the subject project. As you are aware, Whiteley, Jacobsen and Associates has been our engineering consultant for several years on a regular basis.

The agreement was developed using the form recommended by the State as a guide. As the City does not have adequate qualified personnel to perform the Construction Engineering, this work has been included in the Agreement. Our Director of Public Works, Mr. Pete LeSollen, will be in charge of the project for the City.

We believe you will find everything in order and would like your approval as soon as possible.

Yours truly,

Ronald L Davis

Ronald L. Davis,
Mayor

Enclosures

CITY COUNCIL MEETS FIRST A

From Metro JON ROSE Date 4/25/78
To [redacted] / MAHNOR HOLMES
[redacted] Traffic Region 1

Comments: Not yet signed but sent for your review. Note the $1200 figure for "land survey." This is intended to cover work by a sub and should be added to Whiteley-Jacobsen's $7800 lump sum PE. Please review and advise.
Jon Rose

3967

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: ~~Oregon DOT~~ Hwy Division

PROJECT TITLE: D ST - H St (RAINIER)

DATE: May 3, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is [illegible]~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTED
H.S. COULTER

3-23-78
BEN GIFFORD

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

[illegible]

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
MAY - 5'78
REFER TO
FOR
Info | Inves | R/D | D/R

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

cc: G.L. Green
H.S. Coulter
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Region Engineer: M-1
District Engineer: 2
Aeronautics Division
B.L. Gifford
Wimer

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7803 2 1040 Due Date: [illegible] 78

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife has no objection to the proposed street improvement project. However, we recommend that the storm sewer outfall pipe be placed so it empties into the Columbia River below mean lower low water to avoid periodic surface flows.

Agency [illegible] By William E. [illegible]
ENVIRONMENTAL MANAGEMENT SECTION ~~4/3/78~~

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

APR 28 1978

Project #: 7803 2 1040 Due Date: __________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
MAY [illegible] 1978
DIVISION OF STATE LANDS

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency __________ By [illegible]

8967

PROJECT MANAGEMENT OFFICE MEMO

Date 4-25-78

Subject Rainier Off-system Project File No.

Received (call) (~~visit~~) from Pat George of CRA

Address

Made (call) (visit) to

Phone 221-1646

Reason for contact and general discussion:

The A-95 shows this project as 78-22 match. He wanted to update to 86-14. Told him the original round of Off-system projects couldn't be changed from 78-22 but subsequent projects should all be 86-14. Promised to check & advise him

FY 1978 Funds — Should be 86-14

Called Pat George 5-2-78 and reaffirmed the 86-14

Signature S Wimer

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8967

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: April 5, 1978

In reply refer to: HA.1-OR

SUBJECT: Oregon Project SOS-0504(-)
PROJECT ASSESSMENT
"D" Street-"H" Street (Rainier)
4th Street West
Columbia County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section, ODOT

The subject project assessment submitted with your March 17, 1978 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

P. V. Riedl for
G. L. Green

cc:
ODOT (Mr Moehring, Mgr, Proj Mgmt)
OSHD (Reg 1, Env)

Environmental Section
April 7, 1978

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design - Lab Bldg.
R. N. Bothman
Ed Hardt
Jef Kaiser
Bill Geibel
Region 1 Geologist
[redacted]
B. L. Gifford

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
APR 7 1978
TAA ____ File: PM FA LG OP

SOS-0504 ( )

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date March 17, 1978

Section "D" Street - "H" Street (Rainier)

Unit (if appl)

County Columbia

City Rainier

Highway 4th Street West

State Hwy. No.

Termini: M.P.(if appl)

Length 600'

Region I.

Construction Estimate $75,000 (SOSR) Program Amount

B. Purpose of Project: To provide safer traffic flows along the narrow steep section of 4th Street between "D" and "F" Streets. These two blocks are the southernmost improved section of 4th before it takes off along a winding, semi-improved section leading to an upper plateau where a dozen new homes are under construction. Up to 50 new homes are probably to be built here in the next three years. There are plans to improve the entire length of 4th Street from highway 30 southward to "F" in several stages. The section between "D" and "F" is the most deteriorated portion along its four block length.

C. Origin & History of Project: Fourth Street West has progressed over the years from, first, a dirt and gravel road, later an oiled road, and then to its present state as an 18 ft. wide asphalt road. The city has sought to rebuild it for a number of years, but has lacked funding. In 1976, an effort began to secure safer off systems roads program monies.

D. General Description of Project: The project will consist of widening of the roadway to 28 feet over a new base, adding curbs and 5' sidewalks on either side to a total of 38'. Present drainage is via sanitary sewer. A new storm drain will be part of the project - running for two blocks. It will eventually be extended all the way to the Columbia River. Thi will relieve capacity pressures on the city's sewer plant. An approximate 250' X 10' sliver of right of way along the west edge of 4th between and E and F would be needed. About a 50' piec of the same width on that side will be required from the Sims home frontage on the S.W. corner

Alignment: New Existing Combined X

Typical Section: Existing: No. Lanes 2 ; Med. NO ; Shldrs. NO ; Parking NO

Proposed: No. Lanes 2 ; Med. NO ; Shldrs. NO ; Parking YES

Traffic: Existing Facility: Existing ADT 300 ; Projected ADT 1000 ; Yr. 2000

Existing Level of Service A

Proposed Facility: Projected ADT 1000 ; Yr. 2000

Projected Level of Service A

734-3953 (10-75)

Section "D" Street - "H" Street (Continued)

of "F" Street. The sidewalks would also be useable as bikeways, but the steepness of the grade would make this a doubtful function. Six PGE utility poles would have to be relocated, and some minor grade realignments would be required at the "D" and "E" street intersections.

Right of Way: Additional anticipated YES (Yes, No); if yes, give approx. No. Parcels 3

Acres 1/4; Type of Relocation Req. NONE; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

NONE

Type of Structure(s):

NONE

Brief Description of River or Stream and Type of Involvement, if any:

All drainage from this area reaches the Columbia. Presently it is via the sanitary sewer system and the sewage processing plant. The new storm drain will eventually be extended directly to the river.

Local City, County or COG priorities of project:

Number one with the city of Rainier.

FHWA and/or OSHD approvals given, if any:

NONE

Location or Design Alternatives (identify and describe):

No location or design alternatives are applicable.

Other Descriptive Information or Comments:

NONE

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Rainier is built upon a north facing slope with its natural boundary being the south bank of the Columbia River. Wooded bluffs a quarter to a half mile up slope define the town's southern boundaries. From D to E Streets, there is about a 35' rise in elevation toward the south, creating about a 15% grade. From E to F it rises about another 20 feet cutting the grade to about 7%. At F street the roadway narrows to a winding lane leading upwards through the forest toward a plateau where new homes are presently under construction. Rainier is 70 miles from the mouth of the Columbia and 48 miles downstream from the Portland city limits.

2. Cultural:

Rainier was founded in 1855 and has a current population of 1,850. The immediate project area is an older residential area; most of the homes between D and F are over 40 years old. The property which would be taken for right of way between E and F is the edge of two unbuilt open lots. The one home where right of way will be needed would not be significantly affected. It is only a four mile auto trip via a relatively new bridge to the 40,000 population Longview - Kelso area in Washington. A few miles to the east is the giant Trojan Nuclear Power Plant. Rainier provides a pleasant residential area for persons who work at these locations.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Of the three properties affected, only one has a house upon it. There would be about a 10 foot slice taken from the front yard. This will only remove a portion of lawn and leave approximately 45' between the edge of the right of way and the front of the house.

2. Estimated Impact on Traffic Patterns:

The impact upon traffic patterns will be slight. Existing traffic volume is very low. The increase due to development further inland would occur with or without the improvements.

Consequences--Air Quality, Noise, Safety, etc.:

Air quality and noise should not be affected except during construction. The addition of sidewalks would increase pedestrian safety.

3. Estimated Impact on Land Use:

Land use along the project area should not be significantly influenced. However, the road improvement may accelerate the development mentioned under item I.B., "Purpose of Project."

Consequences:

Low population pressure, the small magnitude of the improvement proposed and limitations imposed by the terrain would confine consequences to a very minor level.

4. Expected Impact on Natural Ecological Resources:

None. The land surfaces that would be involved are either already paved or subject to mowing or automobile parking. There are no wetlands impacts.

Consequences:

NONE.

5. Expected Impact on Cultural and Scenic Resources:

None.

Consequences:

NONE.

6. Preliminary Identification of Areas of Critical Concern:

NONE.

7. Potential for Controversial Issues:

NONE.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Project will be consistent with clean air implementation standards as it should not affect air quality.

b. Noise Standards

The low volume of traffic and only slight reduction of distance from four receptors would produce no significant noise impact. Noise standards will not be exceeded, however, a noise study report will be reported pursuant to FHPM 7-7-3.

c. Water Quality Standards

Because the project will help reduce overload of run-off reaching the city sanitary facility, it should be consistent with water quality standards.

d. Area Land Use and Transportation Plans, and Zoning

The project is consistent with the city's land use, zoning and transportation plans.

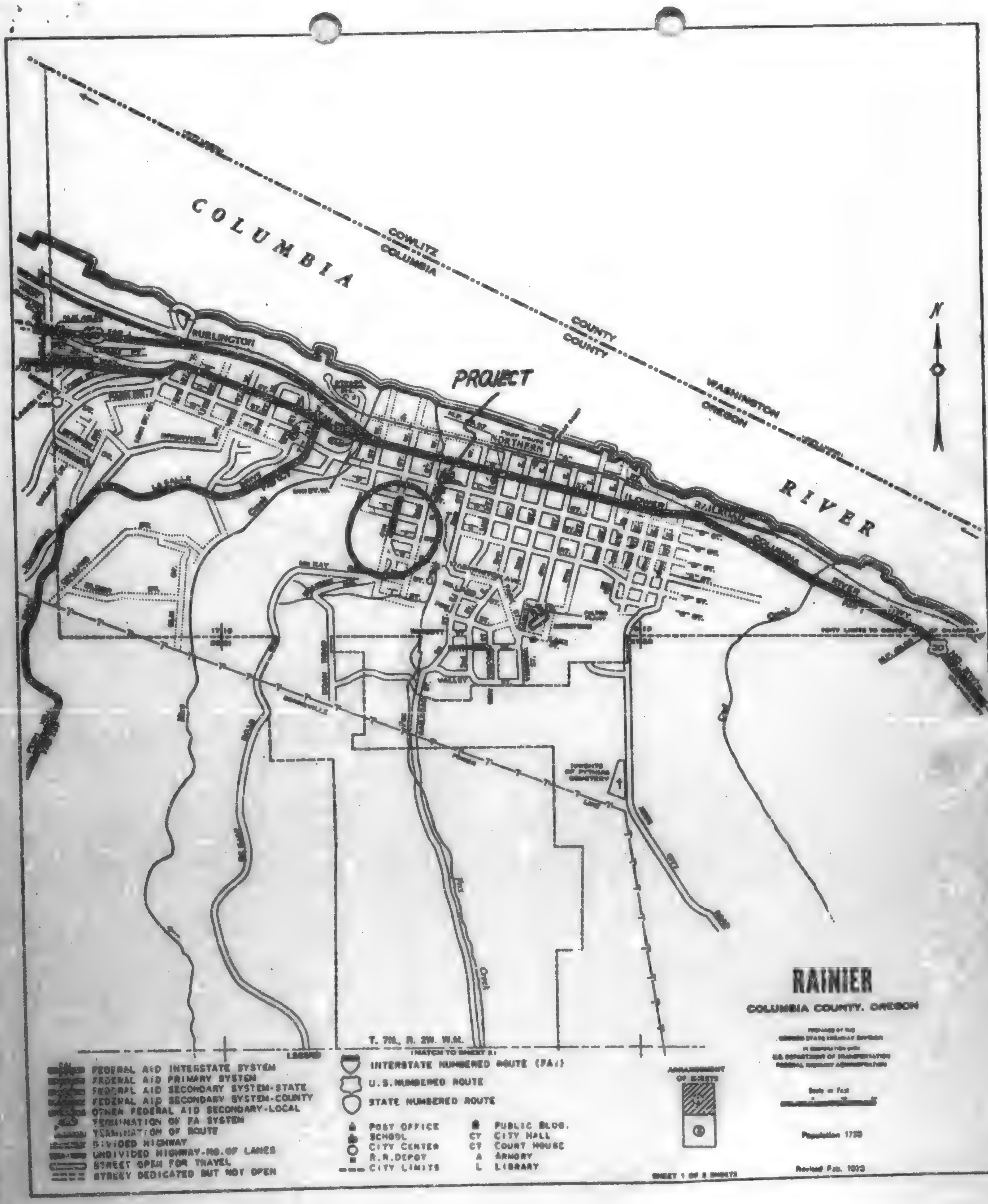
C. Recommended Type of Action and Documentation:

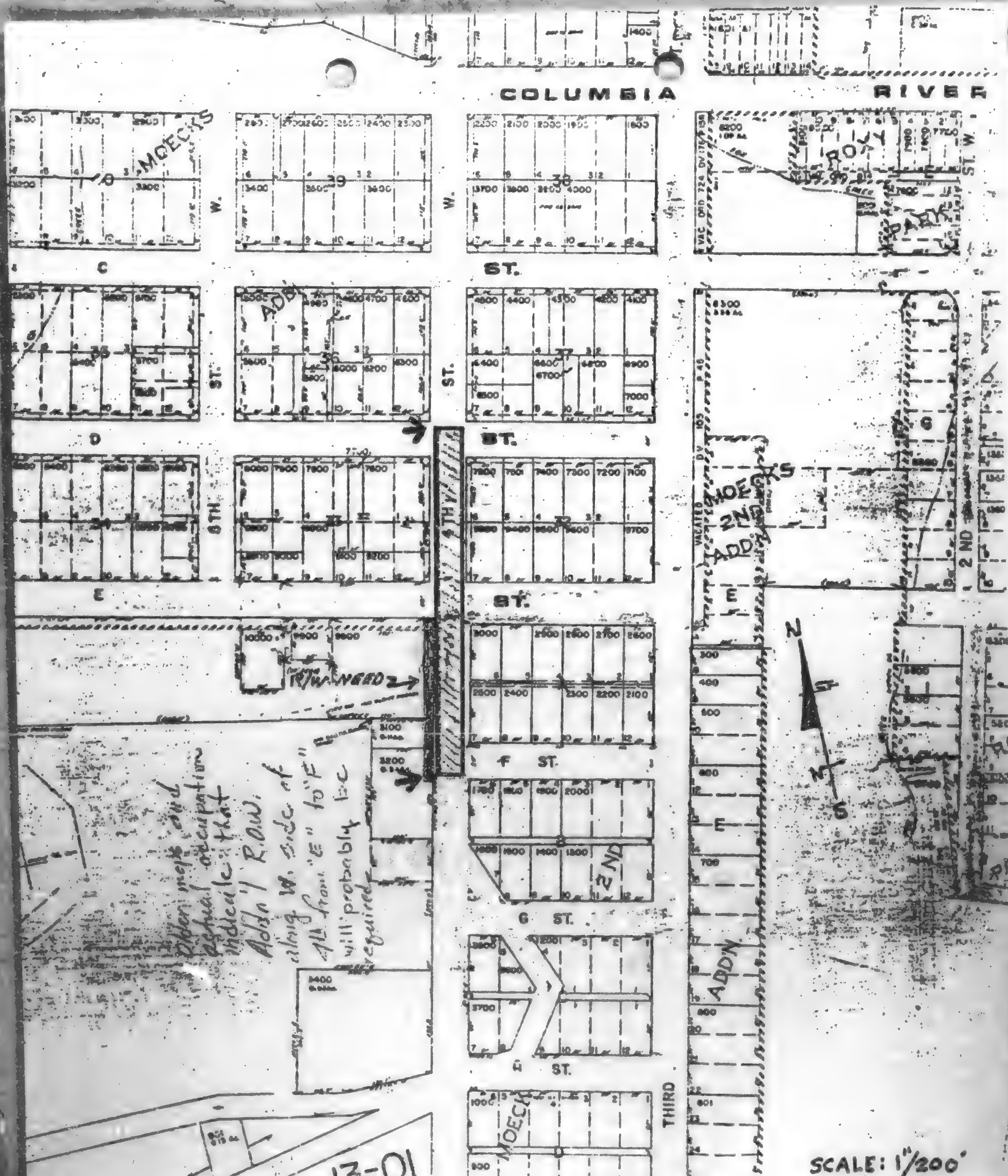
------------MAJOR ACTION----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
___ D & FEIS	___ D & F Neg.Dec.	X ASSESSMENT ONLY
___ Section 4(f)	___ Section 4(f)	___ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

Since the project would have only local, temporary or minor impact on the human environment it is recommended that it be an assessment only action.

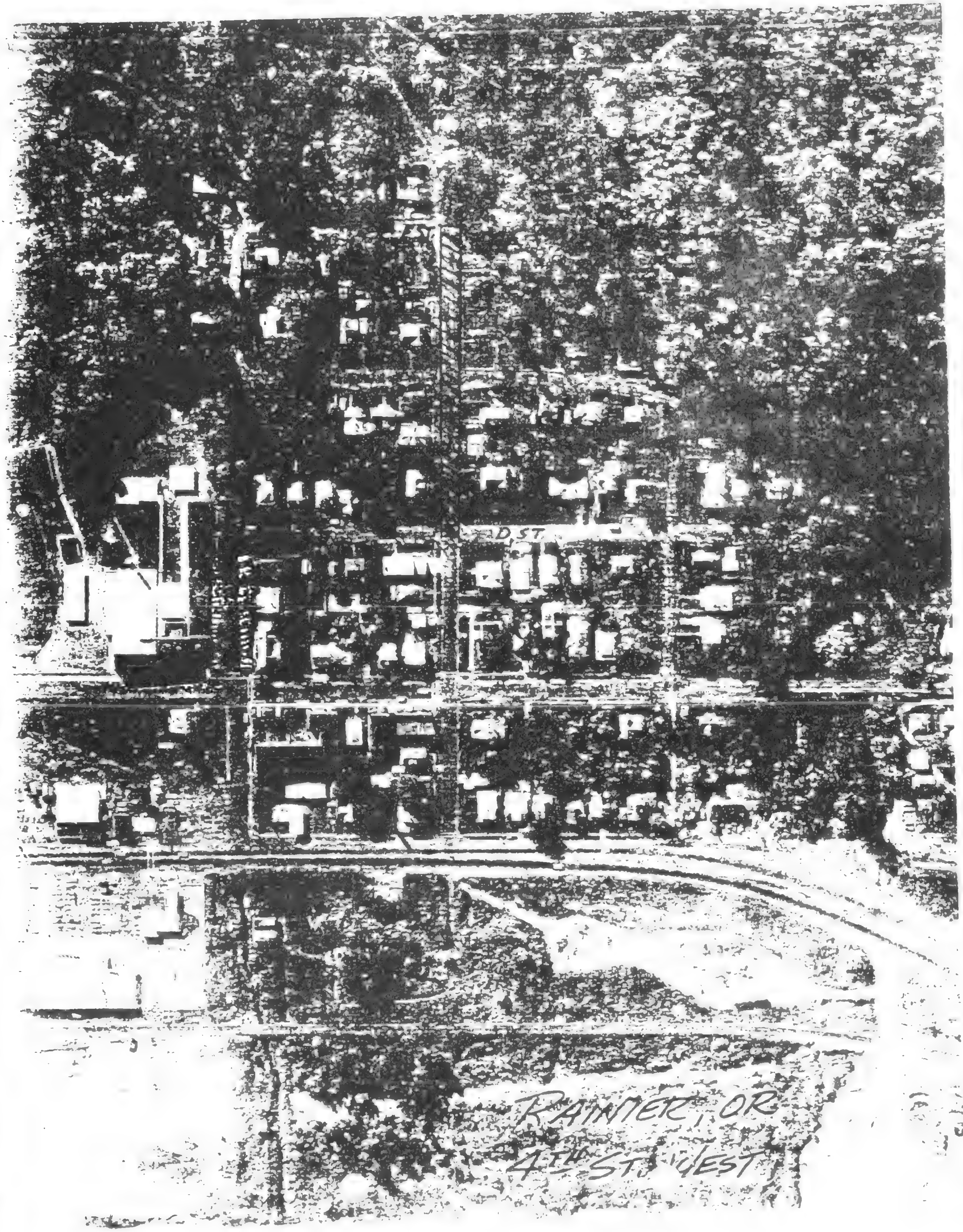
D. Recommended Project Category: ___ 1 ___ 2 X 3 ___ 4


COLUMBIA RIVER
COWLITZ COUNTY
COLUMBIA COUNTY
WASHINGTON
OREGON
PROJECT
N
BURLINGTON
NORTHERN
RAILROAD
COLUMBIA RIVER HWY.
KNIGHTS OF PYTHIAS CEMETERY
RAINIER
COLUMBIA COUNTY, OREGON
Scale in Feet
Population 1750
Revised Feb. 1973
T. 7N., R. 2W. W.M.
(MATCH TO SHEET 2)
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
ARRANGEMENT OF SHEETS
SHEET 1 OF 2 SHEETS
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION


COLUMBIA RIVER
MOECKS
ADD'N
ROXY
PARK
39
38
36
37
C ST.
D ST.
E ST.
F ST.
G ST.
H ST.
(I ST.)
W. 8TH ST.
W. 4TH ST.
MOECKS 2ND ADD'N
2ND
MOECK
THIRD
2ND ST. W.
ROAD
N
S
R/W NEED
SCALE: 1"/200'

Older maps and actual occupation indicate that Add'n'l R.O.W. along W. side of 4th from "E" to "F" will probably be required.

13-01



D ST.
RAINIER, OR
4th ST. WEST

8967

(#2)

ROBERT W. STRAUB

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

March 23, 1978

TO
Executive Department
Federal Aid Coordination Unit

Columbia Region Association of Governments
527 SW Hall Street
University Center Bldg.
Portland, OR 97201

FROM
D. E. Swan
Federal Aid Engineer

SUBJECT
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: "D" St.-"H" St. (Rainier)
Highway: City of Rainier
County: Columbia

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be April 23, 1978.

BLG: dmc

Attachment

cc:
G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 1: E. L. Hardt
District 2: W. W. Geibel
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman, Metro

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
MAR 27 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: "D" Street - "H" Street (Rainier)

11 12] PROJECT LOCATION—CITY: City of Rainier — PROJECT LOCATION—COUNTY: Columbia — PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The project will consist of widening of the roadway to 28 feet over a new base,
06 12] adding curbs and 5' sidewalks on either side to a total of 38' present drainage [71
07 12] is via sanitary sewer. A new storm drain will be part of the project - running [71
08 12] for two blocks. It will eventually be extended all the way to the Columbia River. [71
09 12] [71
10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
58,500	--	--	16,500	--	75,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: March 23, 1978

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: April — 43] DAY [44: 23 — 45] YEAR [46: 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: March 23, 1978

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

SOS-0504 ( )

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date March 17, 1978
Section "D" Street - "H" Street (Rainier)
Unit (if appl)
County Columbia
City Rainier
Highway 4th Street West
State Hwy. No.
Termini: M.P.(if appl)
Length 600'
Region I.
Construction Estimate $75,000 (SOSR)
Program Amount

B. Purpose of Project: To provide safer traffic flows along the narrow steep section of 4th Street between "D" and "F" Streets. These two blocks are the southernmost improved section of 4th before it takes off along a winding, semi-improved section leading to an upper plateau where a dozen new homes are under construction. Up to 50 new homes are probably to be built here in the next three years. There are plans to improve the entire length of 4th Street from highway 30 southward to "F" in several stages. The section between "D" and "F" is the most deteriorated portion along its four block length.

C. Origin & History of Project: Fourth Street West has progressed over the years from, first, a dirt and gravel road, later an oiled road, and then to its present state as an 18 ft. wide asphalt road. The city has sought to rebuild it for a number of years, but has lacked funding. In 1976, an effort began to secure safer off systems roads program monies.

D. General Description of Project: The project will consist of widening of the roadway to 28 feet over a new base, adding curbs and 5' sidewalks on either side to a total of 38'. Present drainage is via sanitary sewer. A new storm drain will be part of the project - running for two blocks. It will eventually be extended all the way to the Columbia River. Thi will relieve capacity pressures on the city's sewer plant. An approximate 250' X 10' sliver of right of way along the west edge of 4th between and E and F would be needed. About a 50' piece of the same width on that side will be required from the Sims home frontage on the S.W. corner

Alignment: New ______ Existing ______ Combined X

Typical Section: Existing: No. Lanes 2 ; Med. NO ; Shldrs. NO ; Parking NO
Proposed: No. Lanes 2 ; Med. NO ; Shldrs. NO ; Parking YES

Traffic: Existing Facility: Existing ADT 300 ; Projected ADT 1000 ; Yr. 2000
Existing Level of Service A

Proposed Facility: Projected ADT 1000 ; Yr. 2000
Projected Level of Service A

734-3953 (10-75)

Section "D" Street - "H" Street (Continued)

of F Street. The sidewalks would also be useable as bikeways, but the steepness of the grade would make this a doubtful function. Six PGE utility poles would have to be relocated, and some minor grade realignments would be required at the D and E street intersections.

Additional anticipated YES ; if yes, give approx. No. Parcels 3
Yes, No

Acres 1/4 ; Type of Relocation Req. NONE ; No. ________

rce, Borrow, Waste Disposal Requirements, if any:

NONE

ture(s):

NONE

tion of River or Stream and Type of Involvement, if any:

ge from this area reaches the Columbia. Presently it is via the sanitary
em and the sewage processing plant. The new storm drain will eventually
d directly to the river.

ounty or COG priorities of project:

with the city of Rainier.

SHD approvals given, if any:

esign Alternatives (identify and describe):

n or design alternatives are applicable.

otive Information or Comments:

ect sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Rainier is built upon a north facing slope with its natural boundary being the south bank of the Columbia River. Wooded bluffs a quarter to a half mile up slope define the town's southern boundaries. From D to E Streets, there is about a 35' rise in elevation toward the south, creating about a 15% grade. From E to F it rises about another 20 feet cutting the grade to about 7%. At F street the roadway narrows to a winding lane leading upwards through the forest toward a plateau where new homes are presently under construction. Rainier is 70 miles from the mouth of the Columbia and 48 miles downstream from the Portland city limits.

2. Cultural:

Rainier was founded in 1855 and has a current population of 1,850. The immediate project area is an older residential area; most of the homes between D and F are over 40 years old. The property which would be taken for right of way between E and F is the edge of two unbuilt open lots. The one home where right of way will be needed would not be significantly affected. It is only a four mile auto trip via a relatively new bridge to the 40,000 population Longview - Kelso area in Washington. A few miles to the east is the giant Trojan Nuclear Power Plant. Rainier provides a pleasant residential area for persons who work at these locations.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Of the three properties affected, only one has a house upon it. There would be about a 10 foot slice taken from the front yard. This will only remove a portion of lawn and leave approximately 45' between the edge of the right of way and the front of the house.

2. Estimated Impact on Traffic Patterns:

The impact upon traffic patterns will be slight. Existing traffic volume is very low. The increase due to development further inland would occur with or without the improvements.

Consequences--Air Quality, Noise, Safety, etc.:

Air quality and noise should not be affected except during construction. The addition of sidewalks would increase pedestrian safety.

3. Estimated Impact on Land Use:

Land use along the project area should not be significantly influenced. However, the road improvement may accelerate the development mentioned under item I.B., "Purpose of Project."

Consequences:

Low population pressure, the small magnitude of the improvement proposed and limitations imposed by the terrain would confine consequences to a very minor level.

4. Expected Impact on Natural Ecological Resources:

None. The land surfaces that would be involved are either already paved or subject to mowing or automobile parking. There are no wetlands impacts.

Consequences:

NONE.

5. Expected Impact on Cultural and Scenic Resources:

None.

Consequences:

NONE.

6. Preliminary Identification of Areas of Critical Concern:

NONE.

7. Potential for Controversial Issues:

NONE.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Project will be consistent with clean air implementation standards as it should not affect air quality.

b. Noise Standards

The low volume of traffic and only slight reduction of distance from four receptors would produce no significant noise impact. Noise standards will not be exceeded, however, a noise study report will be reported pursuant to FHPM 7-7-3.

c. Water Quality Standards

Because the project will help reduce overload of run-off reaching the city sanitary facility, it should be consistent with water quality standards.

d. Area Land Use and Transportation Plans, and Zoning

The project is consistent with the city's land use, zoning and transportation plans.

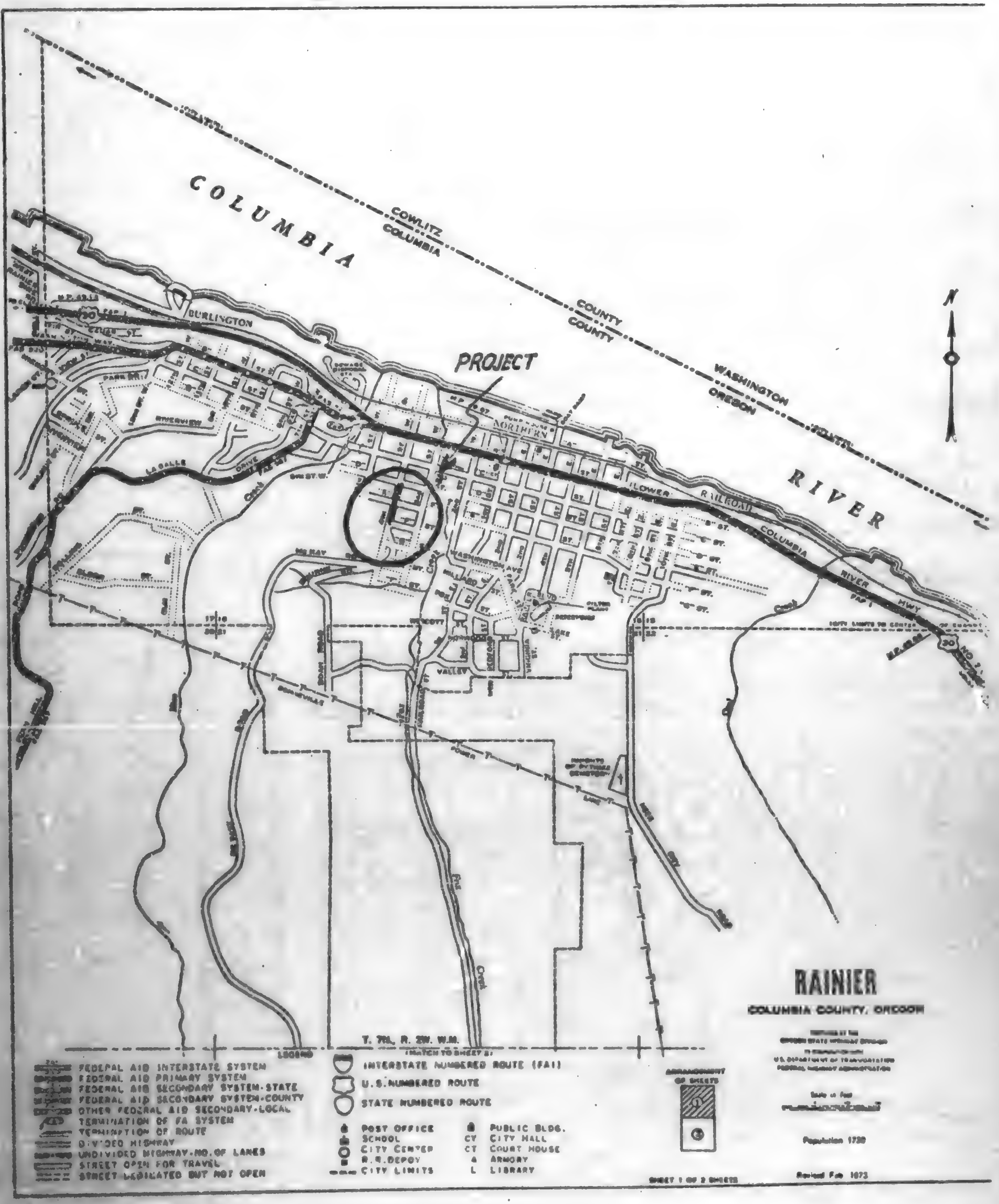
C. Recommended Type of Action and Documentation:

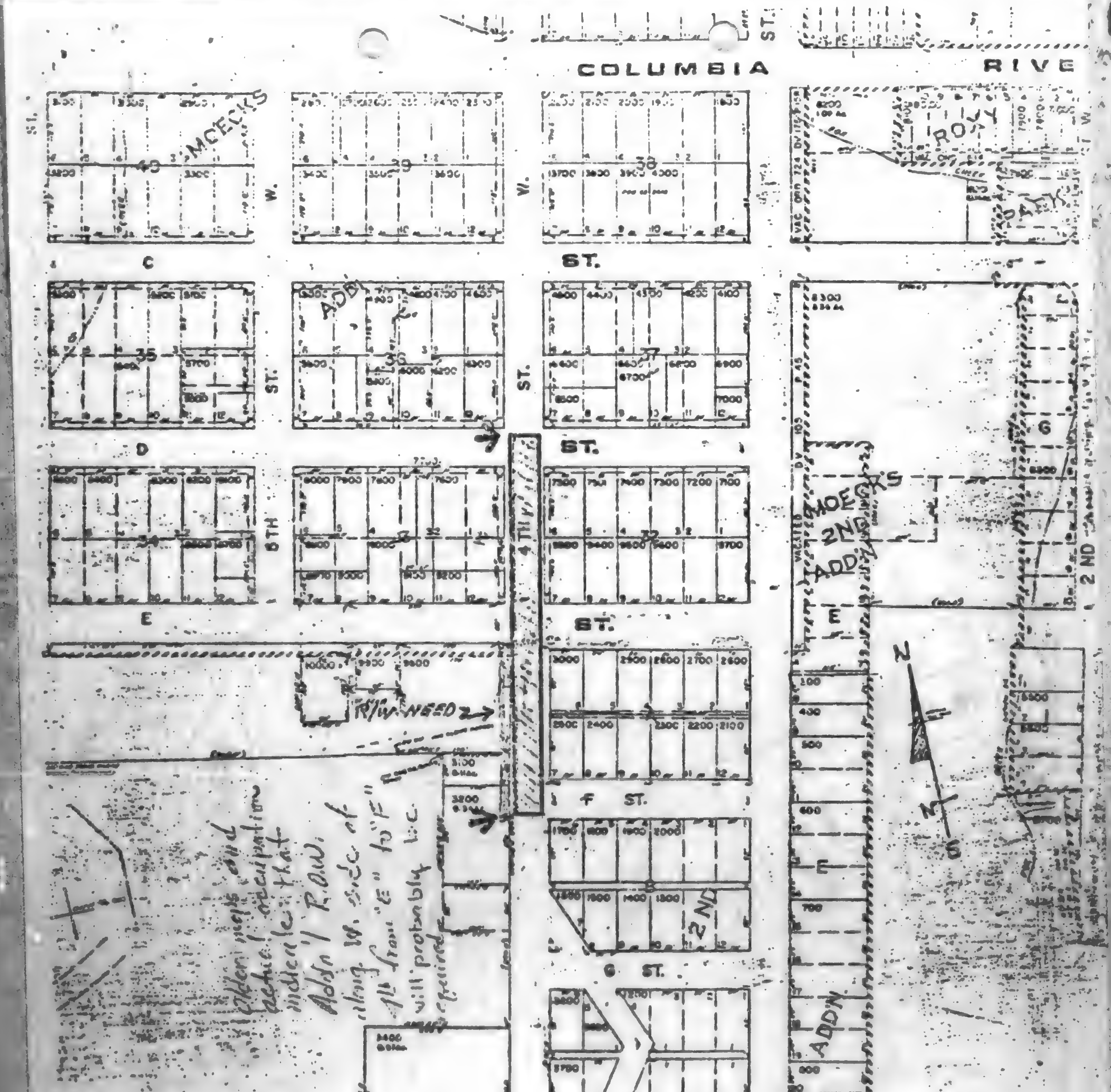
-------------MAJOR ACTION-------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

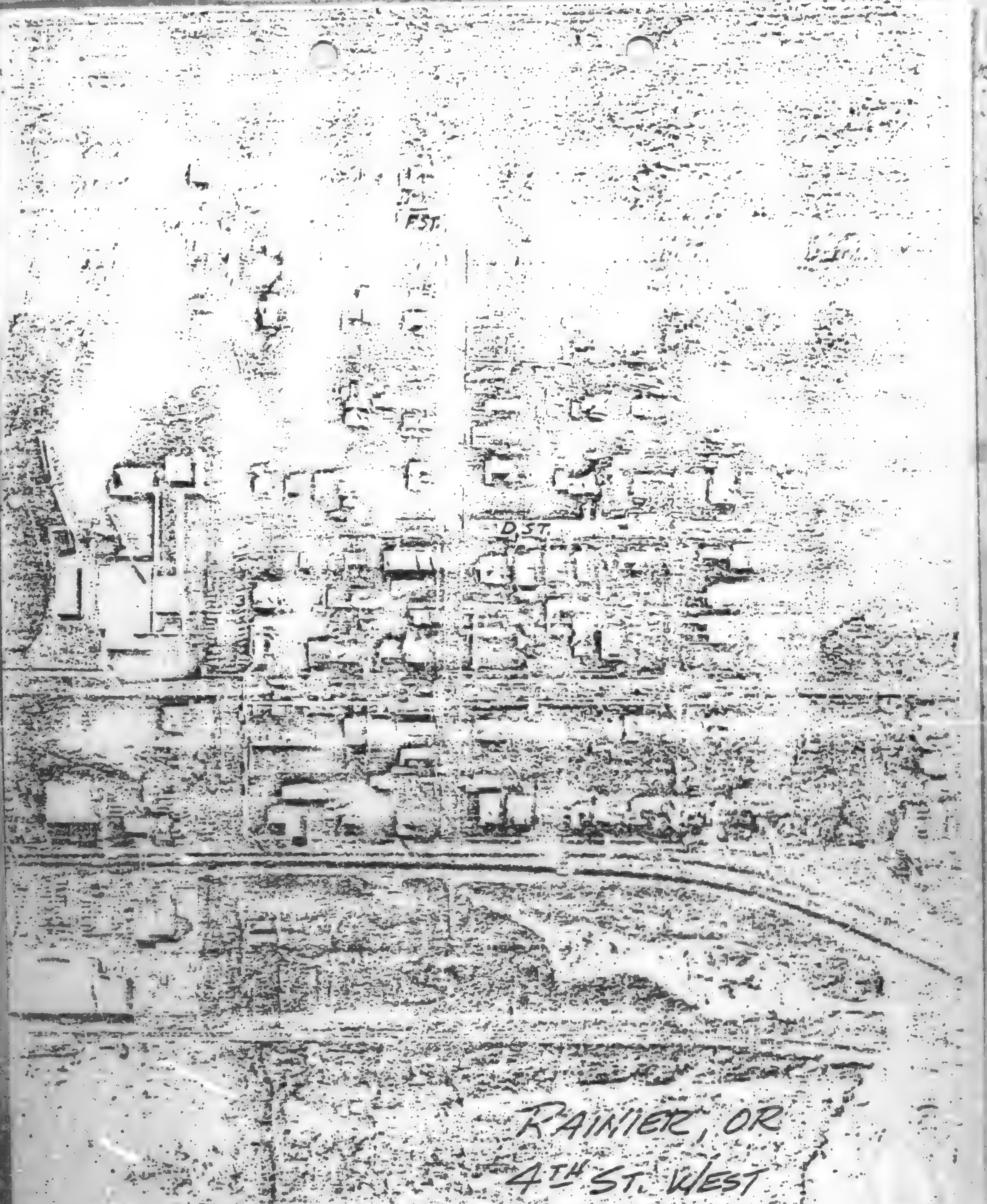
Since the project would have only local, temporary or minor impact on the human environment it is recommended that it be an assessment only action.

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4 TSL


COLUMBIA RIVER
COWLITZ COUNTY
COLUMBIA COUNTY
WASHINGTON
OREGON
N
PROJECT
BURLINGTON
NORTHERN
RAILROAD
LOWER COLUMBIA RIVER HWY
FAP 1
WASHINGTON AVE
CITY LIMITS TO CENTER OF CHANNEL
T. 7N., R. 2W. W.M.
(MATCH TO SHEET 2)
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
ARRANGEMENT OF SHEETS
SHEET 1 OF 2 SHEETS
RAINIER
COLUMBIA COUNTY, OREGON
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Scale in Feet
Population 1730
Revised Feb 1973


COLUMBIA RIVE
ST.
MCECKS
ADD
ROXY
PARK
C ST.
D ST.
E ST.
F ST.
G ST.
H ST.
(I ST.)
W. ST.
5TH ST.
4TH ST.
THIRD
MOECK'S 2ND ADD'N
2ND
2ND ADD'N
MOECK
R/W NEED
E
G
2 ND
N
S
ROAD
BOURNE
13-01
SCALE: 1"/200'

Fence posts and
actual occupation
indicate that
Addn'l R.O.W.
along W. side of
4th from "E" to "F"
will probably be
required



RAINIER, OR
4TH ST. WEST

8967

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: D. H. MOEHRING, Head
Project Management Section

DATE: March 14, 1978

FROM: MAX J. KLOTZ
METRO Technical Services Engineer

SUBJECT: "D" Street - "F" Street
Fourth Street West
City of Rainier
Columbia County
Planning File No. 76-23
SOSR Project

The attached packet is submitted to request programming funds to cover PE for the proposed widening and curbs for the subject section.

The packet contains:

Authority for Survey TO TERPIN 3-16-78
Project Information Sheet
Federal Aid Project Request
Environmental Assessment

ja
Attachments
cc: F. E. Terpin

Approved by Trans. Com. 12-15-77
FY '78 Project.

8967

P

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 22, 1978

FILE:

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Survey Authorizations

TO: R.N. Bothman, Administrator
Metropolitan Branch

NOTED
E. S. HUNTER

The following projects have been approved. Please prepare the necessary survey authorization requests and assessments and submit them for processing:

Hwy No.	Section
0001W	Pacific Hwy West at Beef Bend Road (King City)
0001W	Ore 99W at SW Fischer Road (King City)
0029	T.V. Highway at SW 185th Avenue
0040	Beaverton-Hillsdale Hwy at SW 91st Avenue
1303	Hogan Road (5 Intersections)
2005	Clatskanie Slough (Inglis) Bridge
2005	D Street-H Street (Rainier)
2005	WCL-Cal N St and E St-H St (Columbia City)
2026	Main Street-NE Elliot Avenue (Gresham)
2026	Kelly Avenue-Cleveland Avenue (Gresham)

RECEIVED
TECHNICAL SERVICES
FEB 23 '78
REFER TO
FOR
Info	Invst	R/D	D/R	Sign	Act	File

FET:jp

cc E.S. Hunter
J.H. Versteeg
Gary Potter

8967 3050015

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section "D" Street - "H" Street

Highway Fourth Street West - City of Rainier

County Columbia

Date February 16, 1978

Authorization No. 1

Survey Prefix 305-1936 (Assigned by Salem office)

Description of termini, route, length, etc.:

The north end of project is at intersection of "D" and Fourth streets. The south end is at intersection of "H" and Fourth streets. Project starts two blocks south of Highway 30 on Fourth Street. The overall length of survey is 1,200 lineal feet.

Proposed:

38-foot surfaced roadway with 6" monolithic curbs

Purpose of survey:

Consultant for city to perform field survey, prepare plans, specifications, and estimate.

State to monitor PE, review plans

S0S-0504(1)
7-7-78

SOSR
Category III N.M.

		Estimate of Cost
Field Survey	(901)	400
Citizen Participation	(902)	
City or County	(903)	500
Consultant	(904)	5,500
Final Design	(905)	700
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	300
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	300
Environmental	(923)	
Planning	(924)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey . . . . . . $ 7,700

Previous authorization . . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

R. T. Ewen, Metro Location Engineer

Recommended for Approval:

M. J. Klotz, Metro Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

Tech. Serv. Engr.

SP*23604-734

N # B

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section "D" Street - "F" Street Date 3/18/78

Highway Fourth Street West - City of Ranier County Columbia

Existing Facility

Access control? None parking restrictions? none
Airport within 2 miles? None name
Water development in the area? None
Recreation areas None
Historical areas None

Roadway: no. lanes 2 paved shoulders? None
pavement width 18ft oiled surface no shoulders

Structures: MP description
None

Signals: location None

Descriptions of adjacent sections

North end: 2 lanes paved 30ft curb to curb
South end: 2 lanes oiled 16ft, no shoulder

Railroad crossings None

Name of railroad no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

STATE OF OREGON **INTEROFFICE MEMO**

TO: GERRY WIMER
Local Government Programs Engineer

DATE: February 8, 1978

FROM: JON ROSE Jon Rose
Federal Aid Engineer

SUBJECT: SOSR Project Request
Fourth Street, West
City of Rainier

Attached are a project request and the environmental assessment for the Rainier SOSR project to improve Fourth Street West between D and F Streets. Processing to date has been based on a letter request from the City submitted in early August of 1976. The completed request form now provides additional information on the project and following review of that and the environmental assessment by Metro, any comments or changes will be forwarded to you. It is understood that the consulting firm of Whitley, Jacobsen and Associates will be doing the engineering but no consultant agreement has been received yet. By telephone today, I reminded the consultant's representative that an agreement would be required and he advised that one is being prepared.

Further information will be submitted as it is available.

JR/ldo

Attachments

cc: Region 1

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
FEB 9 1978
File: PM FA
LG OP
TAA Zehner
~~Establish [illegible]~~
"~~Official [illegible]~~"

2-15-78
Klotz says Assessment is being reviewed at Metro & will be sent to Envir. when completed.
✓ RP

For our files,
Project Approved by Trans. Com. 12-15-~~75~~ 77

81-125-1387

City of Rainier

P.O. Box A Rainier, Oregon 97048 Telephone 556-7301

January 25, 1978

Oregon State Highway Division
Region 1
P.O. Box 02157
Portland, OR 97202

Attention: Jon Rose, Region Federal Aid Engineer

Subject: SOSR Project Request -- Fourth Street West

Gentlemen:

Here are completed SOSR Project Request and Project Assessment forms for our proposed Fourth Street West project. We understand funds are now available and we trust you will find our application complete. Should you have any questions, please contact our consulting engineers, Whiteley, Jacobsen & Associates, Mr. Dean Hergesheimer at 286-8803 in Portland.

Thank you.

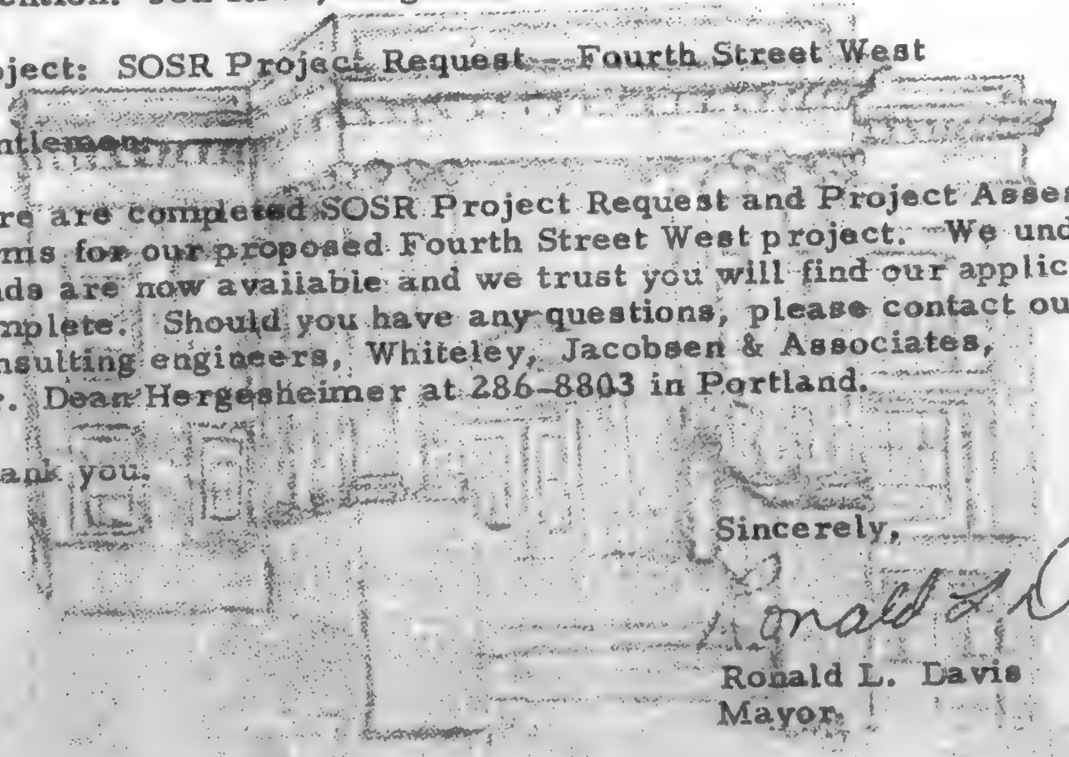
Sincerely,

Ronald L Davis

Ronald L. Davis
Mayor

cc: Whiteley, Jacobsen & Associates

Enclosures



CITY COUNCIL MEETS FIRST AND THIRD MONDAY EACH MONTH ok

Rev. 10/29/75

SAFER O.S.R.
~~[illegible]~~ PROJECT REQUEST

Name of County Columbia FAS No. None Date ________

City ~~County~~ Road Name 4th Street West

Section Name D St. to F St.

Type of Project Complete reconstruction

Location of Project (Attach sketch map) Rainier, Oregon

ADT Est. 1000 Design Speed 25 mph

Is this request for county bridge design only? Yes ____ No X

City county FAS bridge design? Yes ____ No X

Will City ~~County~~ hire consultant for this project? Yes X No ____

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type AC
   (AC, Pug Cold Mix, Penetration Mat)
   Total Travel Width 22'

2. Shoulders: Type AC
   (AC, Pug Cold Mix, Oil Mat)
   Width Each Side 8' Total Top Width 38'

3. Grading and Drainage:
   By City ~~County~~ ____ County Date of Completion ____ By Contract X

4. Bottom Base Course:
   By County ____ County Date of Completion ____ By Contract X
   Has base design been given to County? Yes ____ No X
   Will it be furnished? Yes X No ____

5. Leveling Course:
   By County ____ County Date of Completion ____ By Contract X

6. Binder Course:
   By County ____ County Date of Completion ____ By Contract X

7. Traveled Surface and Shoulders:
   By County ____ County Date of Completion ____ By Contract X

8. Clearing:
   By County ____ County Date of Completion ____ By Contract X

9. Curbs:
   Curbs Required? Yes X No ____
   Type Desired Monolithic curb & gutter - 6" curb exposure
   (rolled, exposure, monolithic, special county standard, etc.)
   Width between curbs 38'

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes______ No X_____
If answer is No, which of the following applies?
Contrary to public safety________ Cost excessive to need or use X_____
Sparse population________________ Area exempt from bike law___________
What is desired width of trail or walkway______________________________ft.
What type of surface treatment is desired______________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes______ No______
What type of separation from roadway will be used?_______________________
____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes______ No______
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes______ No X_____

12. Will replacement be by: County___________________ Contract_____________ NA
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes______ No______ NA

14. Will County adjust structure to additional width? Yes______ No______ NA

15. Will adjusted width be standard? Yes______ No______ NA
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? None Yes______ No______ NA

17. Does County wish sight posts installed? Yes______ No X_____

18. Does County wish State to permanently stripe project? Yes______ No X_____

19. Will ~~County~~ City do striping? Yes______ No X_____

20. Does ~~County~~ City wish guardrail installed? Yes______ No X_____
By County_______________ Contractor_______________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes______ No______ NA
By seeding and mulching Yes______ No______
By rock blanket Yes______ No______
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes X_____ No______

23. Can through traffic be detoured? Yes X_____ No______

24. Must new detour be constructed? Yes______ No X_____

25. Will detour be constructed and maintained by County? Yes____ No____ NA

26. Will detour be constructed & maintained by Contractor? Yes____ No____ NA

27. Will County sign project outside work area during construction? Yes____ No X

28. Will Contractor sign project outside work area during construction? Yes X No____

29. Should contract provide for permanent signing? Yes____ No X

30. Should State do permanent signing? Yes____ No X

31. Will traffic signals be required? Yes____ No X
If yes, give location and type desired____________________

32. Is project contingent upon other factors? Yes____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain____________________

33. Existing facility - Total top width 18'
Travelway width and surface 18', ____
Shoulder width and surface None, ____

Remarks re Section I:____________________

II. BRIDGE PROJECT DATA NA

1. Name of river or stream____________________

2. Name of bridge____________________

3a. Dimensions of existing bridge. Length____ Roadway Width____ Type____
b. Dimensions of existing approaches. Type____ Width____ Shoulders____

4. Type of design and material used in existing bridge.____________________

5. Location (please attach map with location marked):____________________
Section________ Township________ Range________ W.M.

6. Desired width of proposed bridge____________ Approx. length________
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No_____
Upstream_________Downstream_________Width_________

8. Does County wish a particular type of bridge design? Yes_____ No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)____
____
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No_____
Explain____
____
____

10. Foundation Testing: By County? Yes_____ No_____
By State? Yes_____ No_____

11. Will County close road during construction? Yes_____ No_____

12. Can presently established road be used as detour? Yes_____ No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be constructed & maintained by County: Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction? Yes_____ No_____

17. Will Contractor sign project outside work area during construction? Yes_____ No_____

18. Approaches or Connections: By County? Yes_____ No_____
By Contractor? Yes_____ No_____
Traveled surface: Type___________ Width___________
Shoulder surface: Type___________ Width___________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes_____ No_____

N.W. quadrant distance from structure______________
N.E. quadrant distance from structure______________
S.W. quadrant distance from structure______________
S.E. quadrant distance from structure______________

20. Guardrail: Desired on approaches or connections: Yes______ No______

By County____________ Contractor______________

Right side only? Yes______ No______

Both sides? Yes______ No______

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes______ No______

Use for detour? Yes______ No______

Removed by County? Yes______ No______

Removed by Contractor? Yes______ No______

Salvaged by Contractor for County? Yes______ No______

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:

By County? Yes______ No______

By Contractor? Yes______ No______

23. Will any of the following utilities be attached to this structure?

a. Water mains: Yes______ No______ Size__________

Company______________________________________

b. Sanitary sewer mains: Yes______ No______ Size__________

Company______________________________________

c. Storm sewer: Yes______ No______ Size__________

Company______________________________________

d. Gas mains: Yes______ No______ Size__________

Company______________________________________

e. Power lines: Yes______ No______ Size__________

Company______________________________________

f. Telephone lines: Yes______ No______ Size__________

Company______________________________________

g. Other Utilities:____________________________________

____

24. Does County wish provisions made for future utility attachment to structure? Yes______ No______

25. Does County wish lightpost bases and conduit installed? Yes______ No______

26. Does County wish complete job of illumination in project? Yes______ No______

27. Is project contingent upon other factors? Yes______ No______

(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ____________________

28. Existing roadway on either side of bridge:
N or E Side - Travelway surface and width ________, ________
Shoulder surface and width ________, ________
S or W Side - Travelway surface and width ________, ________
Shoulder surface and width ________, ________

Remarks re Section II: ____________________

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
By State? Yes_____ No X
By Consultant? Yes X No_____
By County? Yes_____ No X
(NOTE: a. If project is cancelled, County must pay for survey.
b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does ~~County~~ City have any survey data? Yes_____ No X

3. Construction plans and specifications to be prepared:
By State? Yes_____ No X
By Consultant? Yes X No_____
By County? Yes_____ No X

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No X
(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: ____________________

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 60 Minimum 40

2. Is any additional right of way needed? Yes X No ____
(If answer is Yes, a hearing must be offered.)

3. Will ~~County~~ City acquire right of way and have State review negotiations? Yes X No ____

4. Should State negotiate and acquire right of way in behalf of County? Yes ____ No X

5. Should State prepare options? Yes ____ No X

6. Should material source site be included in right-of-way descriptions? Yes ____ No X

7. Is there any merchantable timber on right of way? Yes ____ No X

8. Will timber be reserved for owner? Yes ____ No ____ NA
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes ____ No ____ NA

10. Is a hearing necessary? Yes ____ No X
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes ____ No X
If yes, give type and name of utility company: ____

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes X No ____
If yes, give type and name of utility company:
Power - PGE, Telephone - PNB, Water & Sewer - City, Gas - Nortwest Natural

13. Are utilities on existing right of way by permit ____ or by franchise X
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes ____ No X
If yes, give name of irrigation company or district ____
and dates between which water can be turned off: From ____
To ____

15. Are there any railroad crossings? Yes ____ No X

16. Name of Railroad____________________ NA

17. Number of tracks: Mainline________ Siding________ Total________ NA

18. Sight Distance:________________(Left) ________________(Right)

19. Number of Trains: Passenger____________ Speed____________ NA
Freight____________ Speed____________ NA

20. Angle of Intersection:____________________

21. Type of Existing Crossing: Grade____ Overcrossing____ Undercrossing____

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop Signs______
Crossbucks____________ Automatic bell________ Gates__________

23. Proposed Protection:____________________ NA
____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes_____ No_____ NA

25. Will railroad crossing be altered: Yes_____ No_____ NA
If yes, specify:____________________

26. Traffic Control Signing:
To be part of project? Yes_____ No X
By County? Yes X No_____
By State at County expense? Yes_____ No X
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No X
By County? Yes_____ No X
By State at County expense? Yes_____ No X

28. Does County wish State to prepare P.U.C. hearing date? Yes_____ No_____ NA

29. Will P.U.C. application be made by State________ or County________? None
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X

Remarks re Section IV:____________________
____
____
____

V. MATERIAL SOURCES DATA

1. Gravel X Quarry____ Cinders____
2. Owner: County____ State____ Private X Other____

3. Location:____ Section____ Township____ Range____ W.M.

4. If County lease, what are royalty payments?____

5. Materials furnished by County: Borrow____ Select Topping____
   Base Course____ Level Course____ Mineral Aggregates____
   Location____
   Miscellaneous Items____

Remarks re Section V: All materials will be provided by Contractor and acquired from private sources.

VI. FINANCIAL DATA

1. Estimated Cost: $ 75,000
2. Available FAS Funds $ –
3. Does County wish advancement of future Federal funds? Yes____ No X
   Amount____
4. Date match money is available available now
5. Will there be any 100% County money? Yes____ No X
6. Maximum amount of 100% County money available: $ NA
7. Date County request letting: June 1978

Remarks re Section VI:____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Pete LeSollen, Public Works Director
   Office
2. Environmental — " "
   Office
3. Public Hearing — " "
   Office

Remarks re Section VII: ______________________________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: None

This application is the express desire of the ~~County~~ City.

This application is not complete without an attached exhibit showing location of project.

By Ronald L Dun
~~County Judge or County Chairman~~
Mayor, City of Rainier

By ______________________________
County Commissioner

By ______________________________
County Commissioner

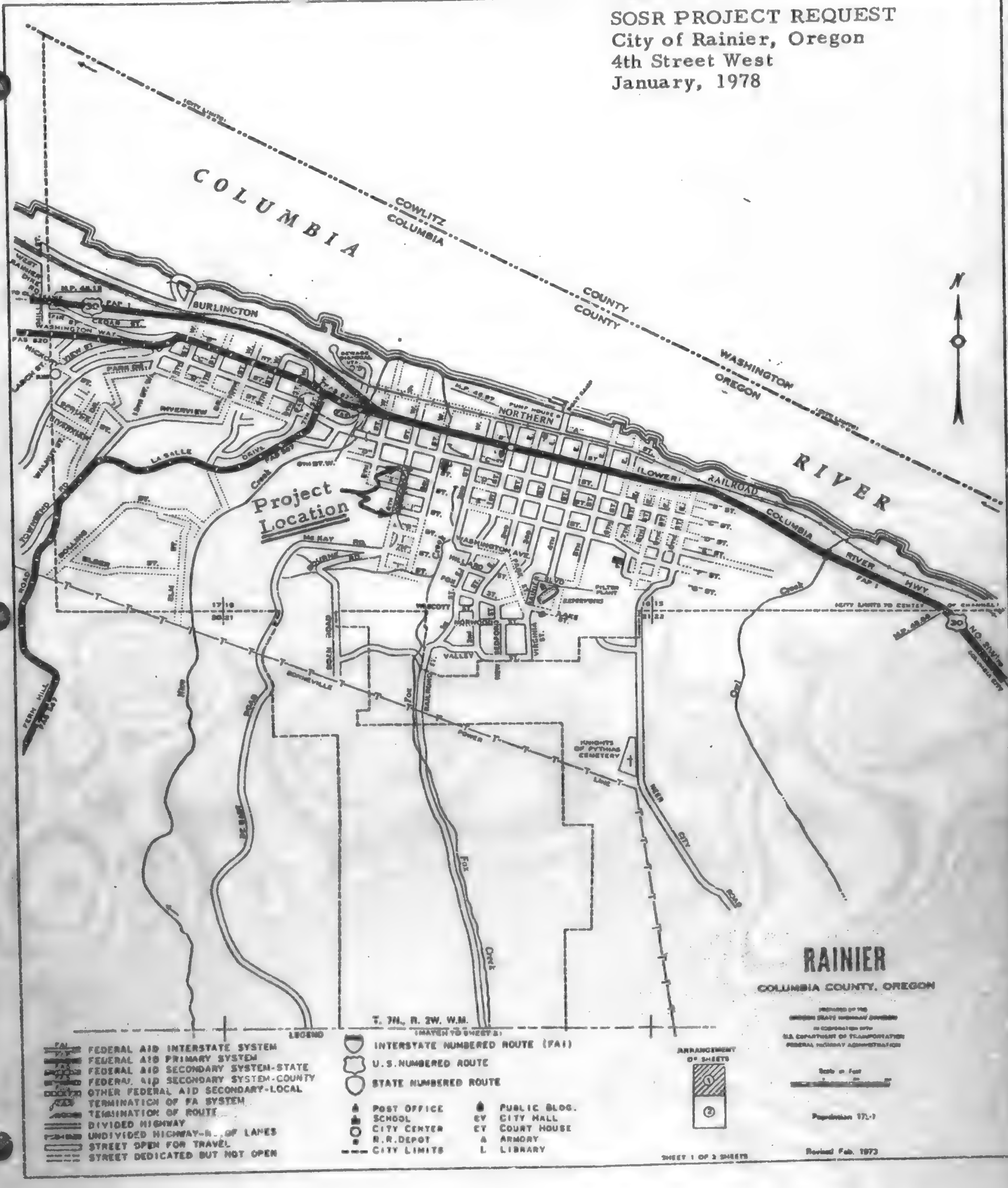
By ______________________________
County Engineer of Roadmaster

~~County~~ City of Rainier

Date ______________________________

Attachment No. 1

SOSR PROJECT REQUEST
City of Rainier, Oregon
4th Street West
January, 1978


COLUMBIA
RIVER
COWLITZ
COLUMBIA
COUNTY
COUNTY
WASHINGTON
OREGON
BURLINGTON
RIVERVIEW
LA SALLE
NORTHERN
PUMP HOUSE
RAILROAD
WASHINGTON AVE.
COLUMBIA RIVER HWY.
FAP 1
Project Location
BONNEVILLE POWER LINE
KNIGHTS OF PYTHIAS CEMETERY
FERN HILL
Fox Creek
VALLEY
WESCOTT
NORWOOD
VIRGINIA
FILTER PLANT
RESERVOIR
T. 7N., R. 2W. W.M.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CITY HALL
COURT HOUSE
ARMORY
LIBRARY
ARRANGEMENT OF SHEETS
RAINIER
COLUMBIA COUNTY, OREGON
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Scale in Feet
SHEET 1 OF 2 SHEETS
Revised Feb. 1973

STATE OF OREGON **INTEROFFICE MEMO**

GARY A. POTTER
Environmental Section Manager

DATE: March 9, 1978

FROM: TOM LOEBER Tom Loeber
Region Environmentalist

SUBJECT: Project Assessment
"D" Street - "F" Street, 4th Street West
Rainier

The subject assessment is attached for your review and processing.

CC: [redacted]

TL:clk

Enclosure

81-129-1387

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date
Section "D" Street - "F" Street
Unit (if appl)
County Columbia
City Rainier
Highway 4th Street West
State Hwy. No.
Termini: M.P.(if appl)
Length 600'
Region I.
Construction Estimate $75,000 (SOSR)
Program Amount

B. Purpose of Project: To provide safer traffic flows along the narrow steep section of 4th Street between "D" and "F" Streets. These two blocks are the southernmost improved section of 4th before it takes off along a winding, semi-improved section leading to an upper plateau where a dozen new homes are under construction. Up to 50 new homes are probably to be built here in the next three years. There are plans to improve the entire length of 4th Street from highway 30 southward to "F" in several stages. The section between "D" and "F" is the most deteriorated portion along its four block length.

C. Origin & History of Project: Fourth Street West has progressed over the years from, first, a dirt and gravel road, later an oiled road, and then to its present state as an 18 ft. wide asphalt road. The city has sought to rebuild it for a number of years, but has lacked funding. In 1976, an effort began to secure safer off systems roads program monies.

D. General Description of Project: The project will consist of widening of the roadway to 28 feet over a new base, adding curbs and 5' sidewalks on either side to a total of 38'. Present drainage is via sanitary sewer. A new storm drain will be part of the project - running for two blocks. It will eventually be extended all the way to the Columbia River. Thi will relieve capacity pressures on the city's sewer plant. An approximate 250' X 10' sliver of right of way along the west edge of 4th between and E and F would be needed. About a 50' piece of the same width on that side will be required from the Sims home frontage on the S.W. corner

Alignment: New ______ Existing ______ Combined X

Typical Section: Existing: No. Lanes 2 ; Med. NO ; Shldrs. NO ; Parking NO
Proposed: No. Lanes 2 ; Med. NO ; Shldrs. NO ; Parking YES

Traffic: Existing Facility: Existing ADT 300 ; Projected ADT 1000 ; Yr. 2000
Existing Level of Service A

Proposed Facility: Projected ADT 1000 ; Yr. 2000
Projected Level of Service A

Section "D" Street - "F" Street (Continued)

D. of F Street. The sidewalks would also be useable as bikeways, but the steepness the grade would make this a doubtful function. Six PGE utility poles would have to be relocated, and some minor grade realignments would be required at the D and E street intersections.

Right of Way: Additional anticipated YES (Yes, No); if yes, give approx. No. Parcels 3

Acres 1/4; Type of Relocation Req. NONE; No. ____

Materials Source, Borrow, Waste Disposal Requirements, if any:

NONE

Type of Structure(s):

NONE

Brief Description of River or Stream and Type of Involvement, if any:

All drainage from this area reaches the Columbia. Presently it is via the sanitary sewer system and the sewage processing plant. The new storm drain will eventually be extended directly to the river.

Local City, County or COG priorities of project:

Number one with the city of Rainier.

FHWA and/or OSHD approvals given, if any:

NONE

Location or Design Alternatives (identify and describe):

No location or design alternatives are applicable.

Other Descriptive Information or Comments:

NONE

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Rainier is built upon a north facing slope with its natural boundary being the south bank of the Columbia River. Wooded bluffs a quarter to a half mile up slope define the town's southern boundaries. From D to E Streets, there is about a 35' rise in elevation toward the south, creating about a 15% grade. From E to F it rises about another 20 feet cutting the grade to about 7%. At F street the roadway narrows to a winding lane leading upwards through the forest toward a plateau where new homes are presently under construction. Rainier is 70 miles from the mouth of the Columbia and 48 miles downstream from the Portland city limits.

2. Cultural:

Rainier was founded in 1855 and has a current population of 1,850. The immediate project area is an older residential area; most of the homes between D and F are over 40 years old. The property which would be taken for right of way between E and F is the edge of two unbuilt upon lots. The one home where right of way will be needed would not be significantly affected. It is only a four mile auto trip via a relatively new bridge to the 40,000 population Longview - Kelso area in Washington. A few miles to the east is the giant Trojan Nuclear Power Plant. Rainier provides a pleasant residential area for persons who work at these locations.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Of the three properties affected, only one has a house upon it. There would be about a 10 foot slice taken from the front yard. This will only remove a portion of lawn and leave approximately 45' between the edge of the right of way and the front of the house.

2. Estimated Impact on Traffic Patterns:

The impact upon traffic patterns will be slight. Existing traffic volume is very low. The increase due to development further inland would occur with or without the improvements.

Consequences--Air Quality, Noise, Safety, etc.:

Air quality and noise should not be affected except during construction. The addition of sidewalks would increase pedestrian safety.

3. Estimated Impact on Land Use:

Land use along the project area should not be significantly influenced. However, the road improvement may accelerate the development mentioned under item I.B., "Purpose of Project."

Consequences:

Low population pressure, the small magnitude of the improvement proposed and limitations imposed by the terrain would confine consequences to a very minor level.

4. Expected Impact on Natural Ecological Resources:

None. The land surfaces that would be involved are either already paved or subject to mowing or automobile parking.

Consequences:

NONE.

5. Expected Impact on Cultural and Scenic Resources:

None involved.

Consequences:

NONE.

6. Preliminary Identification of Areas of Critical Concern:

NONE.

7. Potential for Controversial Issues:

NONE.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Project will be consistent with clean air implementation standards as it should not affect air quality.

b. Noise Standards

The low volume of traffic and only slight reduction of distance from four receptors would produce no significant noise impact. Noise standards will not be exceeded.

c. Water Quality Standards

Because the project will help reduce overload of run-off reaching the city sanitary facility, it should be consistent with water quality standards.

d. Area Land Use and Transportation Plans, and Zoning

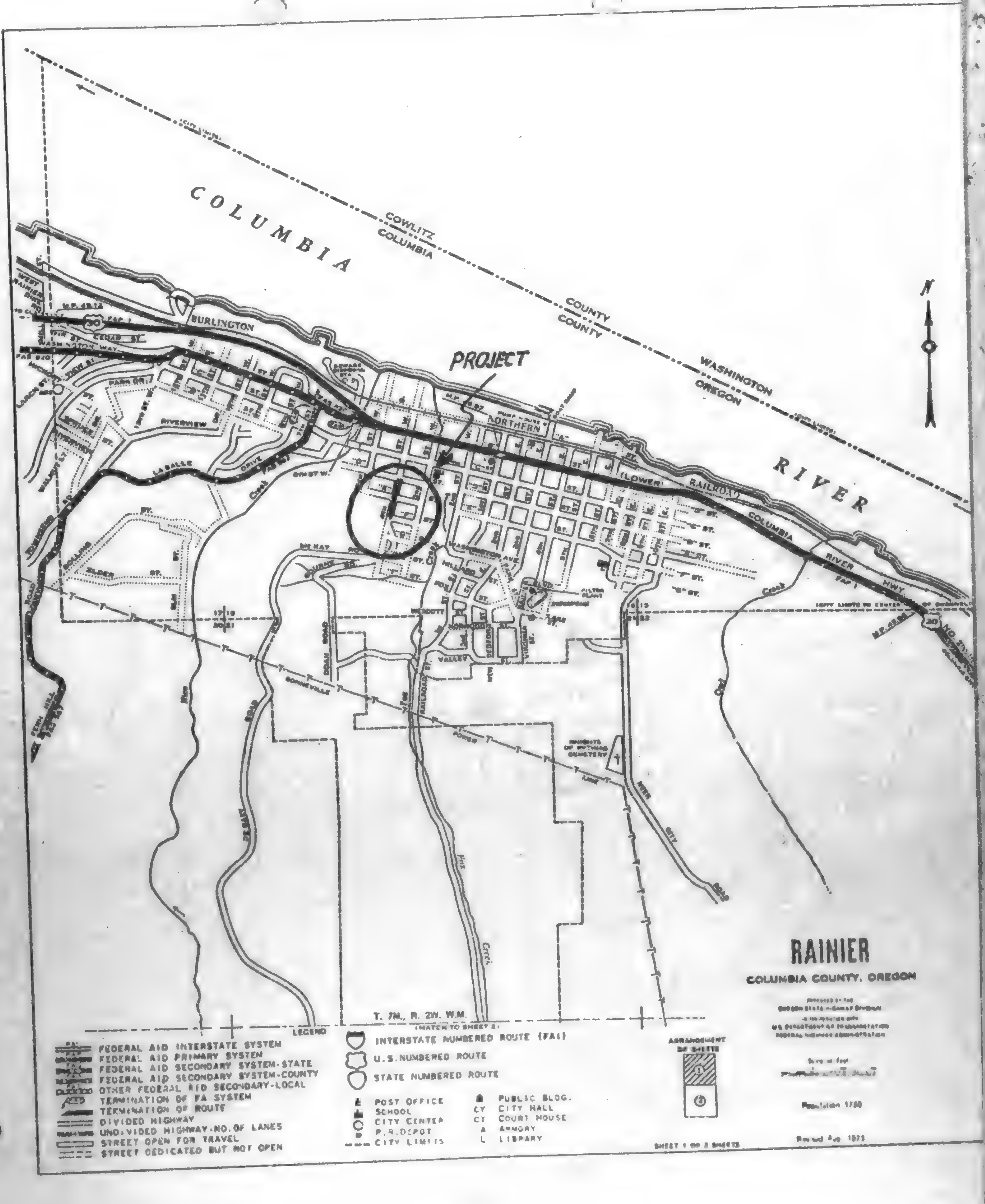
The project is consistent with the city's land use, zoning and transportation plans.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION	-----------------	----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
Since the project would have only local, temporary or minor impact on the human environment it is recommended that it be an assessment only action.

D. Recommended Project Category: _____ 1 _____ 2 _X_ 3 _____ 4 TSL


COLUMBIA
RIVER
COWLITZ COUNTY
COLUMBIA COUNTY
WASHINGTON
OREGON
N
PROJECT
BURLINGTON
CEDAR ST.
WASHINGTON WAY
RIVERVIEW
LaSALLE
DRIVE
NORTHERN
(LOWER) RAILROAD
COLUMBIA RIVER HWY.
FAP 1
WASHINGTON AVE.
FILTER PLANT
VALLEY
KNIGHTS OF PYTHIAS CEMETERY
ALSTON MAYGER ROAD
Creek
T. 7N., R. 2W. W.M.
(MATCH TO SHEET 2)
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
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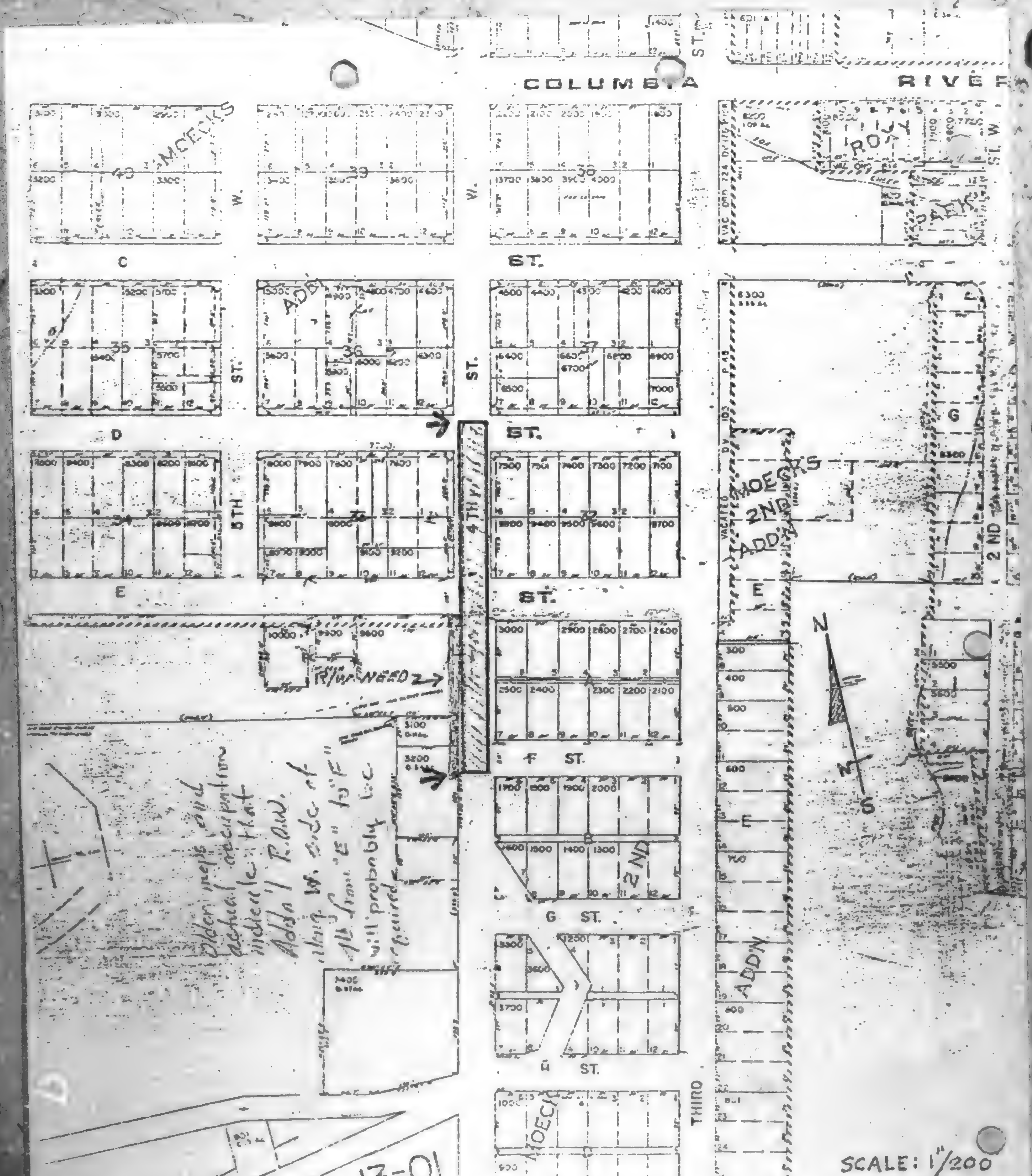
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
ARRANGEMENT OF SHEETS
1
2
SHEET 1 OF 2 SHEETS
RAINIER
COLUMBIA COUNTY, OREGON
Population 1750
Revised Aug. 1973


COLUMBIA RIVER
ST.
MOECKS ADD
ROY PARK
VAC. ORD. 724
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B
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E
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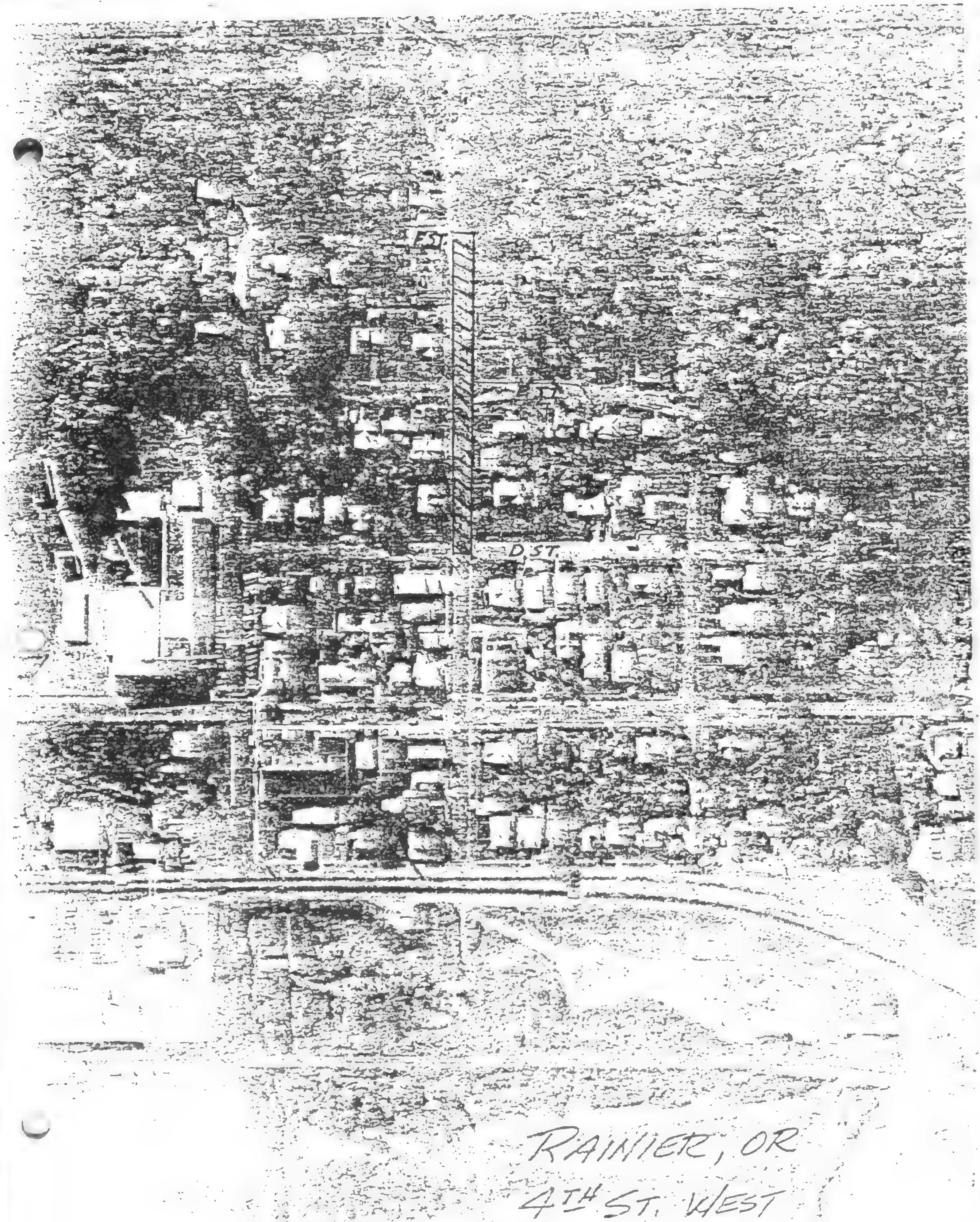
ADD'N
H ST.
THIRD
MOECK
(I ST.)
ROAD
SCALE: 1"/200
13-01

Older maps and actual occupation indicate that Add'l R.O.W. along W. side of 4th from "E" to "F" will probably be required



RAINIER, OR
4TH ST. WEST

8967

February 15, 1978

City of Rainier
City Hall
Rainier, OR 97048

Attention: Esther Perron
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6415

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the "D" Street-"H" Street Section of 4th Street West in Rainier.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Attachment

bc Don Harwell (Agreement attached)

Date 1-13-78 **PROJECT MANAGEMENT OFFICE MEMO**

Subject SOS and SCA Projects - City of Rainier File No.

Received (call) ~~(visit)~~ from Jon Rose 1-10-78

Address Metro

Made (call) ~~(visit)~~ to Jon Rose 1-13-78 Phone 238-8250

Reason for contact and general discussion: After checking with F. Hildebrandt, I told Jon that Rainier could not switch SCA Funds from their current project and use them to match their recently approved SOS project. The projects are too far apart. The City could cancel SCA project, return the State's $12,500, and reapply using 1979 SCA money to match SOS funds provided the project qualifies for both programs

C.C. Jon Rose
1/13

Signature

File ( ) ( ) (✓) ( ) ( ) (✓) ( ) ( )
Circulate: PME [✓ LGE] OPE FAE [✓ CCE] OM Other

8967 P

DATE: December 1, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Fiscal Year 1978 SOS-R Fund Allocation
Proposed Safer Off-System Roads Projects

On the consent calendar for the December 15 meeting will be a tabulation showing the distribution of fiscal year 1978 Safer Off-System Roads funds. The allocation has been computed in accordance with the federal requirements and a formula developed in cooperation with the League of Oregon Cities and the Association of Oregon Counties.

Also on the consent calendar will be twenty-five requests for approval of SOS-R projects. These projects are divided into three groups and are summarized as follows:

GROUP I-PORTLAND URBANIZED AREAS

Nine requests totaling $395,900 have been received for projects in the Portland Urbanized Area. City of Portland is requesting seven projects totaling $250,500, Tualatin's request is for a $70,400 project, and Multnomah County is requesting a $75,000 project.

GROUP II-CITIES UNDER 50,000 POPULATION

Requests totaling $672,000 have been received for projects in eight cities. Cave Junction's request is for a $75,000 project, Depoe Bay - $75,000, Florence - $75,000, Hermiston - $170,000, Rainer - $50,000, Rogue River - $114,000, Sweet Home - $38,000, and Veneta - $75,000.

GROUP III-COUNTIES, ROAD DISTRICTS, & INDIAN RESERVATIONS

Eight requests totaling $1,465,000 have been received from various counties for projects. Baker County is requesting a $134,000 project, Clackamas County - $251,000, Columbia County - $250,000, Douglas County - $270,000, Harney County - $103,000, Klamath County - $165,000, Morrow County - $102,000, and Union County - $190,000.

Federal Safer Off-System Roads funds for these projects are estimated at $2,044,990, with the local entities of government providing approximately $487,910 in match funds.

These projects have been reviewed, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Att.
GEZ:lml

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
John Sheldrake
A. Shirley, Jr.
C. M. Williams
W. E. Schwartz
D. N. Harwell
George Bell

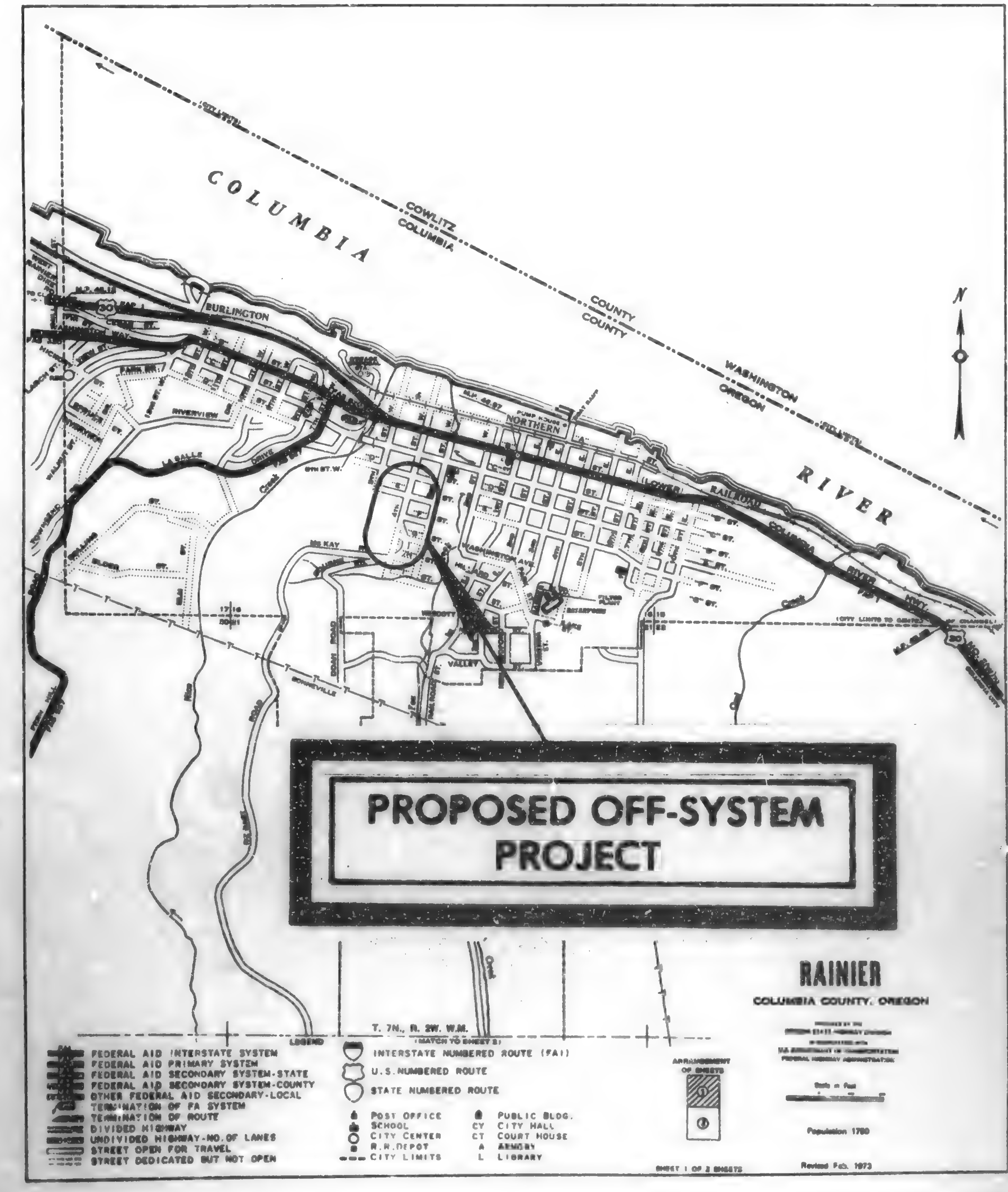
CITY OF RAINIER
Proposed SOS-R Project

"D" Street - "H" Street Section
4th Street West
Grade and Pave
0.19 miles
$50,000

This project consists of widening and improving a 4-block section of 4th Street West. A storm drainage system will be constructed as part of the project.

City will engage a consultant to perform preliminary and construction engineering.

77-b
12/1/77


COLUMBIA RIVER
COWLITZ COUNTY
COLUMBIA COUNTY
WASHINGTON
OREGON
N
BURLINGTON
RIVERVIEW
LA SALLE
NORTHERN
PUMP HOUSE
RAILROAD
WASHINGTON AVE.
McKAY
VALLEY
BONNEVILLE
PROPOSED OFF-SYSTEM PROJECT
T. 7N., R. 2W. W.M.
(MATCH TO SHEET 2)
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
ARRANGEMENT OF SHEETS
1
2
SHEET 1 OF 2 SHEETS
RAINIER
COLUMBIA COUNTY, OREGON
Scale in Feet
Population 1780
Revised Feb. 1973

7527

8967

WHITELEY, JACOBSEN & ASSOCIATES
Consulting Engineers
8525 NORTH LOMBARD
PORTLAND, OREGON 97203

March 11, 1977

Jon Rose, Region Federal Aid Engineer
Oregon State Highway Division
Region 1
P. O. Box 02157
Portland, OR 97202

Re: City of Rainier SOSR Project Request

Jon:

This is to confirm our telephone conversation of March 7, 1977, concerning the SOSR Program. You advised that Congress has not yet appropriated funds for this program and until they do it is not necessary to file the complete project request and assessment forms. You said that Rainier's Fourth Street West project was on the list of projects at this time. We understand the City will stay in their position relative to requests from others in this first come - first serve program.

On this basis we are advising the City it is not necessary to complete the application work until they are notified by your department that the program has been funded.

Yours truly,

Dean Hergesheimer

Dean Hergesheimer, P. E.
Vice President, Oregon Operations

cc: City of Rainier

PROJECT MANAGEMENT
MAR 16 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

ME PE PR1 PR2 DE
O. S. H. D. - METRO
MAR 15 1977
OE FILE T/A

NOTED
MAINOR C. HOLMES

PORTLAND, OREGON
(503) 286-8503

SEATTLE, WASHINGTON
(206) 623-0331

GAINESVILLE, FLORIDA
(904) 378-0157

8967

SOSR
Rainier

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie
August 6, 1976

FILE: PRO 4
05-0504(1)

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: GEORGE HOPKINS
Project Development Engineer

SUBJECT: SOSR Project
Fourth Street West
City of Rainier

In response to Mr. Klaboe's letter advising of the new Safer Off-System Roads program, the City of Rainier has submitted the attached letter requesting a project estimated to cost approximately $50,000.

I'm sending the City blank forms to be used in making its detailed request; but in the meantime I'm assuming that the letter constitutes a notice of request and it is, therefore, forwarded to you for inclusion into the program. We'll send along further information as it is received.

JR/lms
Attachment

RECEIVED
COUNTY & CITY SECTION
AUG 10 1976
☐ ENGR. ☐ COOR. ☑ CE ☑ AE ☐ RE
☑ SPE ☐ CE ☑ RE ☐ SPE ☐

PROJECT MANAGEMENT
AUG -9 76
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter	See file

The City of Rainier

A Good Place to Live — A Good Place to Invest

Box 137, Rainier, Oregon 97048 **Telephone 556-7301**

CITY COUNCIL MEETS FIRST AND THIRD MONDAY EACH MONTH

OFF SYSTEM

OS-0504(1)

August 5, 1976

NOTED JOHN ROSE

DE RE RME RCE FAE
TE RECEIVED RSM
UE AUG 6 1976 RSC
SO REGION I RBI
ENV LOC

John Rose
Region I
Federal Aid Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Subject: Application for SORS funds for major improvement of a Rainier City street.

Dear Mr. Rose:

Regarding our earlier phone conversation, please accept this letter as Rainier's application date for available SORS funds. Rainier has investigated one project entitled 4th Street West. At present this street serves as main feed road off Highway 30 south to newly developed areas and a larger area of County roads. The traffic has increased steadily over the 3½ years I've lived near it. The first two blocks nearest the highway were upgraded to 30 foot paved roadways w/curbs and gutters. However the next 4 blocks within the City are a deteriorating 18 foot wide crowned hill that wanders slightly right and left. The subgrade was never adequately prepared for the increased truck and auto traffic.

The City of Rainier had hoped to rebuild these four blocks on 4th Street West. The present subgrade would be removed to sufficient depth and prepared by the addition of rock, concrete curbs and gutters. A planned storm drain will be installed. Finish rock plus an asphalt road surfacing would complete the roadway.

The Common Council of Rainier considers this project first priority in its budget but can only generate about $14,000 to do work. Thus in order to speed this project to completion the Council authorized me to approach you concerning SORS funding. It is estimated at this time that overall improvements would not run any higher than $50,000 for this project based on rough figures from our consulting engineer and previous works completed in the last year.

RECEIVED
COUNTY & CITY SECTION
AUG 10 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

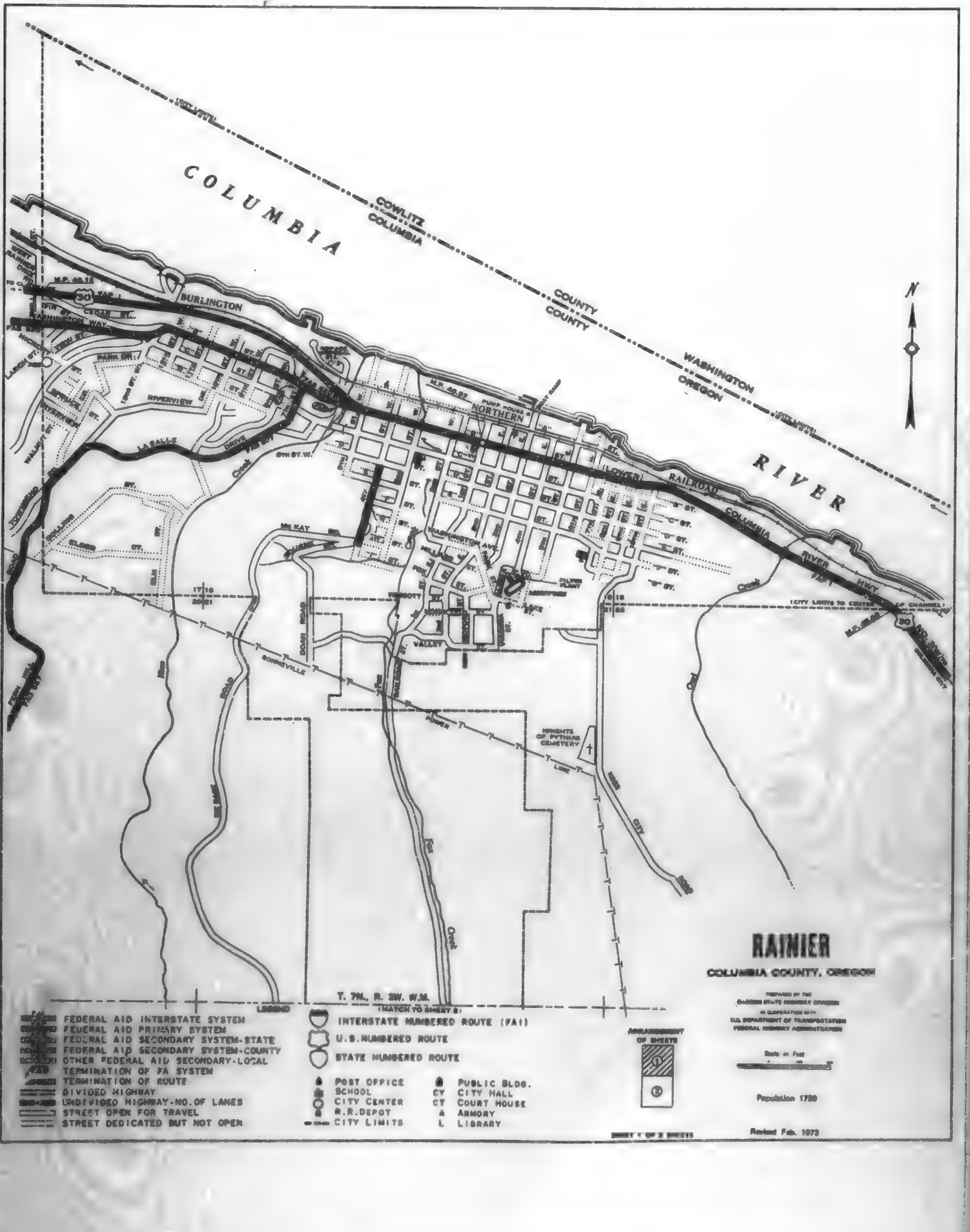
Please feel free to contact me at area code 206-425-2150 extension 1531 during the day or talk with Rainier's Mayor Charles Van Gorder at 556-3377. If you feel this project is within the grasp of SORS guidelines we would like to continue the application by filing fully the necessary forms and documents. I certainly hope Rainier can meet the requirements and complete this project.

Sincerely yours,

Don Corkrum

Don Corkrum
Street Chairperson

DC/ks


COLUMBIA
RIVER
COWLITZ
COLUMBIA
COUNTY
COUNTY
WASHINGTON
OREGON
(CITY LIMITS)
N
BURLINGTON
NORTHERN
(LOWER)
RAILROAD
COLUMBIA
RIVER
HWY.
PUMP HOUSE
M.P. 46.15
M.P. 46.97
CEDAR ST.
WASHINGTON WAY
PARK DR.
RIVERVIEW
LA SALLE
DRIVE
6TH ST. W.
McKAY
WASHINGTON AVE.
"C" ST.
"D" ST.
"E" ST.
"B" ST.
VALLEY
(CITY LIMITS TO CENTER OF CHANNEL)
KNIGHTS OF PYTHIAS CEMETERY
POWER
LINE
CITY
Creek
T. 7N., R. 2W. W.M.
(MATCH TO SHEET 2)
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
ARRANGEMENT OF SHEETS
1
2
SHEET 1 OF 2 SHEETS
RAINIER
COLUMBIA COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Scale in Feet
Population 1780
Revised Feb. 1973

1979 Wharf Street in 8968
Brookings
(Grading & paving)

C9A 6334 12-14-77
8-6-79

8968

OREGON STATE
HIGHWAY DIVISION

FORM 61-734-1150

HIGHWAY DIVISION INVOICE

NO. 128883

DATE	BILLING REQ. NO.	YOUR ORDER NO.
4-8-80	CC 2027	

CREDIT DISTRIBUTION

308-1422-295	4,247.11
308-1708-295	20,650.59

NEW: BR00KCY

- City of Brookings
- 989 Schult Road
- Brookings, OR 97415

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Warf Street Section City Street SCA Project			
Total Project Cost			$82,487.21
Agreed State share			25,000.00
City's Share			57,487.21
City;s Advance Deposit			32,589.51
TOTAL AMOUNT DUE			$24,897.70
FINAL			

896 8

P

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
3-31-80	CC 2027	

CREDIT DISTRIBUTION

308 - 1422 - 295	$ 4,247.11
308 - 1708 - 295	$20,650.59

BILL TO: Code:

City of Brookings
898 Schult Road
Brookings, Oregon 97415

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Warf Street Section City Street SCA Project			
Total Project Cost			$82,487.21
Agreed State Share			25,000.00
City's Share			$57,487.21
City's Advance Deposit			$32,589.51
(Please send copy of itemized statement to City with billing)			
REF: BROOKIN, Inv: 2430			

Advance Deposit Amount $ 32,589.51
Advance Deposit Previously Transferred to Highway Fund $ 27,589.51
Balance $ 5,000.00
Transfer to Highway Fund $ 5,000.00
Refund Due $

Amount Due . . . . . $ 24,897.70

Submitted by: Fred Hildebrandt
Fred Hildebrandt

Partial or final request for billing FINAL

Number of the previous request in connection with this service. CC 2006

Approved:
D. E. Swan

SP*35736-734

Date March 31, 1980

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1978

Contract # 8968 Prefix 308-1708 Survey Prefix 308-1422

Street Warf Street

City Brookings

Payments to Contractor (see attached voucher)	$ 68,948.09
Engineering and Contingencies	9,292.01
Survey: Total $8,689.67 Prorated Share	* 4,247.11
TOTAL	$82,487.21
Agreed State Share	25,000.00
Agreed City Share	$57,487.21
City Advance Deposit	$32,589.51
Balance Due State	**$24,897.70**

Reference: Outside Billing CC 2027

$$* \frac{\$8,689.67 \times \$38,240.10}{\$78,240.10} = \$4,247.11$$

3/25/80

```
TOTAL TO DATE JOB COST SUMMARY                                        FEBRUARY 1980       PAGE  3:2

                                                                              FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                                    099   1799     205      00 0                  2,919.76CR       2,919.76CR
                                    099   1799     283      00       119,509.74   283,149.65   1,356,717.61
                                    099   1799     283      00 0                   29,197.59      29,197.59
                                    099   1799     283      49                                    27,282.91
                                    099   1799     915      00                         16.30         498.70
                                               ** JOB TOTALS **      107,568.77 **  290,929.13 ** 1,364,578.22 **

  HALFWAY CITY ST-SCA                CONT NO       FA PROJ NOS                                                STATE
                                    301   1705     287      00                                    18,345.00
                                               ** JOB TOTALS **                 **               **  18,345.00 **

  NORTH MARION-GEARHART              CONT NO       FA PROJ NOS                                                STATE
                                    304   1706     900      00                     12,500.00      25,000.00
                                               ** JOB TOTALS **                 **  12,500.00 **  [illegible] **

  WARRENTON-NW 1ST ST                CONT NO       FA PROJ NOS                                                STATE
                                    304   1707     900      00                     25,000.00      25,000.00
                                               ** JOB TOTALS **                 **  25,000.00 **  25,000.00 **

  EAST C ST-1ST/2ND RAINIER          CONT NO       FA PROJ NOS                                                STATE
                                    305   1714     900      00                                    12,500.00
                                               ** JOB TOTALS **                 **               **  12,500.00 **

  BROOKINGS(WHARF ST)SECT            CONT NO 8968 = FA PROJ NOS                                               STATE
                                    308   1708     201      00                     68,935.35      68,935.35
                                    308   1708     295      00                     27,589.51      27,589.51
                                    308   1708     296      00                     27,589.51CR    27,589.51CR
                                    308   1708     900      00            18.67     9,167.17       9,247.33
                                    308   1708     900      00 A                       44.68          44.68
                                    308   1738     922      00                         12.74          12.74
                                               ** JOB TOTALS **           18.67 **  78,159.34 **  78,240.10 **

  SISTERS, PROJECT ALLOTMENT         CONT NO       FA PROJ NOS                                                STATE
                                    309   1705     900      00        13,030.24     13,048.94    [illegible]
                                               ** JOB TOTALS **       13,030.24 **  13,048.94 **  [illegible] **

                                    309   1706     900      00                         15.84          15.84
                                               ** JOB TOTALS **                 **      15.84 **      15.84 **

                                    315   1728     900      00                         15.84          15.84
                                               ** JOB TOTALS **                 **      15.84 **      15.84 **

  FLORENCE-SPRUCE ST                 CONT NO       FA PROJ NOS                                                STATE
                                    320   1729     201      00                     24,075.96    [illegible]
```

Complete

Complete

3-25-80

Complete

Complete

8968

3-14-80

```
TOTAL TO DATE JOB COST SUMMARY                                   JANUARY 1980        PAGE  330
                                                                       FISCAL           GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX     FUNCTION  OB  CURRENT MONTH    YEAR TO DATE        TO DATE

   UPPER WHITE RV BR              CONT NO          FA PROJ NOS                                                         STATE
                                      233   1437       901     00                    1,214.[illegible]        1,214.[illegible]
                                                  ** JOB TOTALS **            **     1,214.[illegible] **     1,214.[illegible] **

   [illegible] BR [illegible] ST  CONT NO          FA PROJ NOS                                                         STATE
                                      301   1458       914     00                                       105.00
                                                  ** JOB TOTALS **            **                  **    105.00 **

   [illegible] MAIN ST ([illegible])  CONT NO      FA PROJ NOS                                                         STATE
                                      304   1491   [illegible] 00                                       238.97
                                                  ** JOB TOTALS **            **                  **    238.97 **

   Brookings                      CONT NO        # FA PROJ NOS                                                         STATE
                                  [illegible] [illegible] [illegible] 00              3.00                3.00
                                                  ** JOB TOTALS **            **      3.00        **    3.00 **

   SISTERS MAIN ST                CONT NO          FA PROJ NOS                                                         STATE
                                      303   1979       901     00                                       [illegible]7.75
                                      303   1979       911     00                                       [illegible]
                                                  ** JOB TOTALS **            **                  **    [illegible].75 **

   Depoe Bay                      CONT NO        # FA PROJ NOS                                                         STATE
                                      321   1959       905     00                     1.00                1.00
                                      321   1959       921     00                     [illegible]         [illegible]
                                                  ** JOB TOTALS **            **     97.87        **     97.87 **

   TROUTDALE-SW 7THST             CONT NO        # FA PROJ NOS                                                         STATE
                                      325   1964       905     00                     3.00                3.00
                                      325   1964       921     00                     [illegible]         [illegible]
                                      325   1964       922     00                     4.[illegible]       4.[illegible]
                                                  ** JOB TOTALS **            **    173.10        **    173.10 **

   N 2ND ST-ENTERPRISE            CONT NO          FA PROJ NOS                                                         STATE
                                      332   1991   [illegible] 00                                       5,[illegible]
                                      332   1991       901     00                                       [illegible]
                                      332   1991       901     00                                       [illegible]
                                      332   1991   [illegible] 00                                       1,[illegible]
                                      332   1991       910     00                                       [illegible]
                                      332   1991       911     00                                       [illegible]
                                      332   1991       910     00                                       [illegible]
                                      332   1991       921     00                                       [illegible]
```

86[illegible].67

$8,689.67

3-14-80

8968

```
                      306   1425      901      00                                     337 88              413 65
                                     ** JOB TOTALS **                         **      337 88   **         413 65   **

ST. BROOKINGS            CONT NO      * FA PROJ NOS                                                           00     STA
                          308   1422      901      00                                     556 55            4,113 76




DATE JOB COST SUMMARY                                                          JUNE 1979            PAGE  487

                                                                                FISCAL              GRAND TOTAL
ION OF JOB OR DEPARTMENT     PREFIX       FUNCTION    GP  CURRENT MONTH      YEAR TO DATE            TO DATE
                          308   1422      905      00                             1,105 88            [illegible]4 44
                          308   1422      910      00                                                   156 16
                          308   1422      911      00                                                   136 44
                          308   1422      921      00           116 15            1,073 99            1,366 64
                          308   1422      922      00             4 50               11 63               11 63
                          308   1422      950      00                                                   127 60
                                     ** JOB TOTALS **           120 65   **       2,748 05   **       8,686 67   **

-S   ION OR (REDMOND)    CONT NO      * FA PROJ NOS                                                       00     ST
                          309   1469      901      00            24 96               24 96            1,563 49
                          309   1469      905      00                                                 1,114 [illegible]
                          309   1469      910      00                                                   459 [illegible]
                          309   1469      920      00                                                    42 00
                          309   1469      921      00                                19 25              175 1[illegible]
                          309   1469      924      00                                                    75 [illegible]
                                     ** JOB TOTALS **            24 96   **          44 21   **       3,430 3[illegible]   **

PS MAIN ST               CONT NO        FA PROJ NOS                                                       00     ST
                          309   1479      901      00                                                   457 76
                          309   1479      911      00                                                    12 00
                                     ** JOB TOTALS **                    **                  **         469 76   **

(PARK ST) FOLLEY DR      CONT NO      * FA PROJ NOS                                                       00     ST
                          313   1483      901      00                                                    11 96
                          313   1483      905      00                                                   [illegible]
```

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                                  ** JOB TOTALS **              **        337 88  **        413 65  **

ST. BROOKINGS          CONT NO      * FA PROJ NOS                                               00     STA
                           308   1422     901       00                             556 55    4.11[illegible] [illegible]6




DATE JOB COST SUMMAR                                                   JUNE 1979          PAGE  487

                                                                        FISCAL           GRAND TOTAL
ION OF JOB OR DEPARTMENT       PREFIX        FUNCTION   GP  CURRENT MONTH   YEAR TO DATE       TO DATE
                           308   1422     905       00                    1.105 88        2.[illegible]74 44
                           308   1422     910       00                                        156 16
                           308   1422     911       00                                        136 44
                           308   1422     921       00          116 15      1.073 99      1.366 64
                           308   1422     922       00            4 50         11 63         11 63
                           308   1422     950       00                                        127 60
                                  ** JOB TOTALS **          120 65  **      2.748 05  **  [illegible].686 67  **

-S [illegible]ION OF (REDMOND)  CONT NO      * FA PROJ NOS                                             00     STA
                           309   1469     901       00           24 96         24 96      1.563 49
                           309   1469     905       00                                    1.114 [illegible]
                           309   1469     910       00                                      459 [illegible]
                           309   1469     920       00                                       4[illegible] 00
                           309   1469     92[illegible]       00                         19 25        175 17
                           309   1469     924       00                                       75 [illegible]
                                  ** JOB TOTALS **           24 96  **         44 21  **     3.430 3[illegible]  **

PS MAIN ST             CONT NO        FA PROJ NOS                                               00     STA
                           309   1479     901       00                                        457 76
                           309   1479     911       00                                         1[illegible] 00
                                  ** JOB TOTALS **                  **                **       469 [illegible]6  **

(PARK ST) FOLLEY DR    CONT NO      * FA PROJ NOS                                               00     STA
                           313   1483     901       00                                         11 96
                           313   1483     905       00                                         [illegible]9 50
                           313   1483     906       00                                       [illegible]
```

```
                                                  ** JOB TOTALS **        [illegible]  **    [illegible]   **    [illegible]

UPPER WHITE RV BR               CONT NO        FA PROJ NOS
                                    233   1437      901      00              60.70              1,214.09CR           1,214.09
                                                  ** JOB TOTALS **           60.70   **         1,214.09CR**         1,214.09

POWDR RIV BR BRODWY ST          CONT NO        FA PROJ NOS
                                    301   1458      914      00                                                        126.89
                                                  ** JOB TOTALS **                   **                    **          126.89

SW BIRCH MAIN ST (WARRENTON)    CONT NO        FA PROJ NOS
                                    304   1441      910      00                                                        268.47
                                                  ** JOB TOTALS **                   **                    **          268.47

                                CONT NO      * FA PROJ NOS
                                    308   1422      905      00                                  3.00                    3.00
                                                  ** JOB TOTALS **                   **          3.00      **            3.00

SISTERS MAIN ST                 CONT NO        FA PROJ NOS
                                    309   1479      901      00                                                        457.7
                                    309   1479      911      00                                                         12.00
                                                  ** JOB TOTALS **                   **                    **          469.7

                                CONT NO      * FA PROJ NOS
                                    321   1490      905      00                                  1.50                    1.50



AL TO DATE JOB COST SUMMARY                                                          OCTOBER 1979          PAGE  301

                                                                                         FISCAL            GRAND TOTAL
SCRIPTION OF JOB OR DEPARTMENT     PREFIX        FUNCTION   GR  CURRENT MONTH         YEAR TO DATE          TO DATE
                                    321   1490      921      00                                 96.37                  96.3
                                                  ** JOB TOTALS **                   **         97.87      **           97.8

TROUTDALE-SW 7THST              CONT NO      * FA PROJ NOS
                                    326   1464      905      00                                  3.00                    3.00
                                    326   1464      921      00                                168.60
```

```
UPPER WHITE RV BR            CONT NO         FA PROJ NOS
                                 233   1437     901      00                 60.70               1,214.09CR          1,214.09
                                               ** JOB TOTALS **             60.70    **         1,214.09CR**        1,214.09

POWDR RIV BR BRODWY ST       CONT NO         FA PROJ NOS
                                 301   1458     914      00                                                           126.89
                                               ** JOB TOTALS **                      **                   **          126.89

SW BIRCH MAIN ST (WARRENTON) CONT NO         FA PROJ NOS
                                 304   1441     910      00                                                           268.47
                                               ** JOB TOTALS **                      **                   **          268.47

                             CONT NO       * FA PROJ NOS
                                 308   1422     905      00                                   3.00                      3.00
                                               ** JOB TOTALS **                      **       3.00        **            3.00

SISTERS MAIN ST              CONT NO         FA PROJ NOS
                                 309   1479     901      00                                                           457.76
                                 309   1479     911      00                                                            12.00
                                               ** JOB TOTALS **                      **                   **          469.76

                             CONT NO       * FA PROJ NOS
                                 321   1490     905      00                                   1.50                      1.50




AL TO DATE JOB COST SUMMARY                                                        OCTOBER 1979           PAGE  301

                                                                                      FISCAL              GRAND TOTAL
SCRIPTION OF JOB OR DEPARTMENT    PREFIX       FUNCTION   GR  CURRENT MONTH        YEAR TO DATE            TO DATE
                                 321   1490     921      00                          96.32                 96.3
                                                                                     [illegible]           [illegible]
                                               ** JOB TOTALS **              **      97.87       **        97.5

TROUTDALE-SW 7THST           CONT NO       * FA PROJ NOS
                                 326   1464     905      00                           3.00                  3.00
                                 326   1464     921      00                         166.60                166.
```

8968

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

2-6-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Superior Asphalt & Concrete Co., No. 8925	Lone Rock Jct.-Rock Creek, Gilliam County	January 3, 1980
Superior Asphalt & Concrete Co., No. 8953	Shaniko-The Dalles/Calif. Hwy., Wasco County	January 3, 1980
M & F Building, No. 8968	Brookings (Wharf St.), Curry County	January 7, 1980
St. Helens Paving, Inc., No. 8984	Columbia County Line-Buxton, Washington Co.	January 7, 1980
Willamette-Western Corp., No. 8788	Monitor Road Junction Project, Marion County	January 9, 1980
North Santiam Paving Co., No. 9010	Shaff Rd.-W. Washington St. (Stayton), Marion Co.	January 14, 1980
Ausland Const., Inc. No. 8845	Grandview Ave. @ Cloverlawn Dr. (Grants Pass Vicinity) Josephine County	January 14, 1980
Bomac Construction, Inc., No. 8876	Jantzen Beach Information Center, Multnomah County	January 17, 1980
Don Haisch Const. Co., No. 8988	Jantzen Beach Information Center, Multnomah County	January 17, 1980
North Santiam Sand & Gravel, Inc., No. 8885	Power Line-China Hollow Creek, Sherman County	January 18, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Construction, No. 8726	Upper Calapooia River Bridge, Linn County	January 22, 1980
Baker Redi-Mix, Inc., No. 8906	Auburn Ave. & Washington Ave. (Baker), Baker County	January 22, 1980
R. L. Coats, No. 8926	Madras/Prineville Hwy.-Culver Hwy., Jefferson Co.	January 23, 1980
Olson Electric Co., Inc., No. 8792	Hermiston Ave. @ SW Highland Ave. (Hermiston), Umatilla County	January 24, 1980
Morse Bros., Inc., No. 8833	6th, 8th & Quincy Sts. (Harrisburg), Linn County	January 30, 1980
Babler Bros., Inc., No. 8863	Del Rey Beach Access Rd.-Neawanna Creek, Clatsop County	January 30, 1980
Columbia West Matls. & Constructors, No. 8967	D St. - F St. (Rainier), Columbia County	January 30, 1980
Roy L. Houck Const. Co., No. 8796	Millican Creek (Lafayette), Yamhill County	January 30, 1980
Porter W. Yett Co., No. 8996	Troutdale (SW 7th St.), Multnomah County	January 30, 1980
Gervais Construction Co., No. 8807	Lone Tree Bar State Park, Marion and Yamhill Counties	February 5, 1980

February 6, 1980

H. S. Coulter, State Highway Engineer

896-8 P

Form 734-1191 (Rev. 3/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
1-10-80	CC 2027	

CREDIT DISTRIBUTION

308 - 1422 - 295	$ ~~4,167.70~~ 4247.11
308 - 1708 - 295	~~$19,276.75~~ 20,650.59

BILL TO: Code:

City of Brookings
898 Schult Road
Brookings, Oregon 97415

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Warf Street Section City Street SCA Project			
Total Project Cost			~~$81,033.96~~ 82,487.21
Agreed State Share			25,000.00
City's Share			~~$56,033.96~~ 57,487.21
City's Advance Deposit			32,589.51
(Please sned copy of itemized statement to City with billing)			

Ref: BROOKIN, Inv: 2430

Advance Deposit Amount	$ 32,589.51 ✓
Advance Deposit Previously Transferred to Highway Fund	$ 27,589.51 ✓
Balance	$ 5,000.00 ✓
308-1708-295 Transfer to Highway Fund	$ 5,000.00 ✓
Refund Due	$
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 2006

Amount Due . . . . . $ ~~23,444.45~~ 24,897.70

Submitted by: Fred Hildebrandt
Fred Hildebrandt

Approved: D E Swan
D. E. Swan

SP*35736-734

Date January 10, 1980

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1978

Contract # 8968   Prefix 308-1708   Survey Prefix 308-1422

Street Warf Street

City Brookings

Payments to Contractor (see attached voucher)	$ 67,960.35	68,948.09
Engineering and Contingencies	8,905.91	9,292.01
Survey: Total $8,689.67 ✓ Prorated Share	* 4,167.70	4,240.11
TOTAL	$81,033.96	82,487.21
Agreed State Share	25,000.00	25,000.00
Agreed City Share	$56,033.96	57,487.21
City Advance Deposit	$32,589.51	32,589.51
Balance Due State	$23,444.45	24,897.70

Reference: Outside Billing CC 2027

38,240.10 4,247.10

* 8,689.67 x ~~36,866.26~~ = $~~4,167.70~~
~~$76,866.26~~
78,240.10

#8968

January 9, 1980

Fireman's Fund Insurance Company
Fidelity & Surety Department
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

COM 5
Contract #8968

Gentlemen:

Contract No. 8968 awarded to M & F Building Company for work on Wharf Street in Brookings in Curry County was completed on October 2, 1979, and accepted by the State Highway Engineer on January 7, 1980.

The total contract amount is $68,935.35 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dme

cc: M & F Building Company
P. O. Box 1178
Brookings, OR 97415

bc: C. T. Kassey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

-8968

JAN 10

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

FISCAL YEAR 79-80

PAYEE

M & F BUILDING CO
PO BOX 1178
BROOKINGS OR 97415

VOUCHER DATE 1/8/80

TOTAL AMOUNT $ -0-

WARRANT NUMBER

CONTRACT NO. 8968

ESTIMATE NO. 5F

PERIOD COVERED: TO 10/2/79

APPROVED:

Designated Authority

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, Michael G. Cremarosa (Name) CERTIFY THAT I AM President (Capacity) FOR M & F Building Company (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID; FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.

If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

RECEIVED
JAN 17 1980
HIGHWAY ACCOUNTING

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435.

Form 734-1020X (Rev. 8-78)

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-76)

COUNTY	CURRY
CONTRACT NO.	8968
ESTIMATE NO.	5
PREFIX NO.S.	
HIGHWAY	CITY STREET
FEDERAL AID PROJECT NO.	
SECTION	BROOKINGS (WHARF STREET)

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	9N MOBILIZATION	LUMP SUM	4500.0000	100.000	4500.00	4500.0
002	9N FLAGMEN-	HOUR	20.0000	72.500	1450.00	1450.0
003	9N REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	500.0000	100.000	500.00	500.0
004	9N GENERAL EXCAVATION	CU YD	6.5000	525.600	3416.40	3416.4
005	9N TRENCH EXCAVATION	CU YD	5.0000	101.750	508.75	508.7
006	9N CEMENT TREATED EXISTING MATERIALS	SQ YD	4.0000	2,950.000	11800.00	11800.0
007	9N CEMENT FOR TREATED EXISTING MATLS	TON	110.0000	53.000	5830.00	5830.0
008	9N CLASS B OR CLASS C ASPHLTCONCRT 3" THICK	SQ YD	6.0000	3,637.700	21826.20	21826.2
00	9N 12-INCH SEWER PIPE PA 1	LIN FT	15.0000	264.000	3960.00	3960.0
010	9N CONCRETE INLETS TYPE CG-1	EACH	700.0000	6.000	4200.00	4200.0
011	9N CONCRETE INLETS TYPE SPECIAL	EACH	450.0000	5.000	2250.00	2250.0
012	9N CONCRETE CURBS	LIN FT	4.5000	984.500	4430.25	4430.2
013	9N EXTRA FOR ASPHALT APPROACHES	EACH	350.0000	7.000	2450.00	2450.0
	PRICE AGREEMENT ITEMS					
30101	9N 10-IN ASBEST CEMENT PIPE DOC RED BI 9	LIN FT	13.7500	61.000	838.75	838.7
30201	9N CONCR INLET TYPE CG-1 W/SPL GRATE	LUMP SUM	975.0000	100.000	975.00	975.0

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE: 01 07 80 PG. 01 8968	TOTAL CONTRACT ITEMS	68935.35	68935.3
PREVIOUS VOUCHER NO.: 25928	% RETAINED ON CONTRACT ITEMS		
CHECKED BY: JK/KA DD	FORCE ACCOUNT		
ENGINEER OR AUDITOR: F MORRISON	TOTAL PAYMENTS	68,935.35	68,935.35

T VOUCHER

Y DIVISION

COUNTY CURRY	CONTRACT NO. 8968	ESTIMATE NO. 5	PREFIX NO'S.
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO.		
SECTION BROOKINGS (WHARF STREET)			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
N	LUMP SUM	4500.0000	100.000	4500.00	4500.00	
	HOUR	20.0000	72.500	1450.00	1450.00	
STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	500.0000	100.000	500.00	500.00	
AVATION	CU YD	6.5000	525.600	3416.40	3416.40	
VATION	CU YD	5.0000	101.750	508.75	508.75	
TED EXISTING MATERIALS	SQ YD	4.0000	2,950.000	11800.00	11800.00	
TREATED EXISTING MATLS	TON	110.0000	53.000	5830.00	5830.00	
CLASS C ASPHLTCONCRT 3" THICK	SQ YD	6.0000	3,637.700	21826.20	21826.20	
ER PIPE PA 1	LIN FT	15.0000	264.000	3960.00	3960.00	
LETS TYPE CG-1	EACH	700.0000	6.000	4200.00	4200.00	
LETS TYPE SPECIAL	EACH	450.0000	5.000	2250.00	2250.00	
RBS	LIN FT	4.5000	984.500	4430.25	4430.25	
SPHALT APPROACHES	EACH	350.0000	7.000	2450.00	2450.00	
EMENT ITEMS						
T CEMENT PIPE DOC REP BI 9	LIN FT	13.7500	61.000	838.75	838.75	
TYPE CG-1 W/SPL GRATE	LUMP SUM	975.0000	100.000	975.00	975.00	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

G. 01 8968	TOTAL CONTRACT ITEMS	68935.35	68935.35	
	% RETAINED ON CONTRACT ITEMS			
	FORCE ACCOUNT			
SON	TOTAL PAYMENTS	68,935.35	68,935.35	

8968

file
Brookings

STATE OF OREGON **INTEROFFICE MEMO**

Road Design Section 378-6558
DEPT. TELEPHONE

TO: Frank Morrison
Resident Engineer

DATE: December 10, 1979

Fred Eriksen
FROM: Fred Eriksen
Design Engineer Supervisor

SUBJECT: Brookings (Wharf Street) Section
City Street
Curry County

The problems outlined in your "as constructed narrative" report, that you encountered appear to have been handled very well. The sidewalk grade in front of the V-W dealer was a problem that we knew existed. The only solution was to replace the sidewalk; however, money was not available for this at the time. It is our hope that the City will make the necessary corrections.

The photographs that you included with your report are a very worthwhile addition. We would like to see more Resident Engineers adopting your verbal and pictorial style of narrative.

FE:ab
cc: Alfred Shirley

8968 3

FINAL WEEKLY REPORT

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB Brookings (Wharf Street)	SECTION Brookings (Wharf Street)	WEEK ENDING October 20, 1979
	HIGHWAY City Street	SECTION PREFIX 308-1708
		COUNTY Curry
CONTRACTOR M & F Building	KIND OF WORK Grading and Paving	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT July 25, 1979	CONTRACT NUMBER 8968	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	DATE WORK STARTED August 14, 1979	WORK DAYS USED
	SPECIFIED WORK DAYS	CALENDAR DAYS USED 58
	SPECIFIED CALENDAR DAYS 90	PERCENT OF TIME ELAPSED 64
PROJECT AUTHORIZATION: $79,448.69	SPECIFIED COMPLETION DATE	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $72,509.94	ENGINEERING AUTHORIZATION $6,938.75 This Week 46.33	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $67,999.83	ENGINEERING COST TO DATE $7,944.40	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 6.22 %	PERCENT OF AUTHORIZATION 1.15 %	October 2, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.12				
MILES PARTIALLY COMPLETED	0.12				
MILES COMPLETED	0.12				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,090	2,850			3,580
TOTAL QUANTITIES CORRECTED TO DATE	627	2,949			3,636
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	627	2,949			3,636
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	14	Overcast	0		
MONDAY	15	Scattered Clouds	0		
TUESDAY	16	Overcast	0		
WEDNESDAY	17	Overcast	0		
THURSDAY	18	Rain	0		
FRIDAY	19	Rain	0		
SATURDAY	20		0		

RECEIVED
OCT 22 1979
CONSTRUCTION BRANCH
Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inlees
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 14	
MONDAY 15	Project Completed
TUESDAY 16	
WEDNESDAY 17	
THURSDAY 18	
FRIDAY 19	
SATURDAY 20	

REMARKS

The Project is completed and the Semi-Final Estimate will be submitted on Friday, 10-19-79. This is the Final Weekly Report.

SIGNED B. D. Morris LOCATION Coquille

Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

896 8

August 15, 1979

City of Brookings
City Hall
Brookings, Oregon 97415

Attn: Marjorie B. McKernan
City Recorder

Gentlemen:

On July 25, 1979, a contract on Warf Street was awarded to M and F Building Co. Included herewith is a copy of the contract and plans for your files.

You will note on page 14 of the Contract, Section III - Temporary Protective and Directional Measures for traffic will be the City's responsibility. Also, on the plans Adjustment of Sewer Manholes, Water Valves, Power Poles, Luminaire Poles and Telephone facilities will be City responsibility.

If you have any further questions, feel free to contact this office or Jack Ayres, Region Federal Aid Engineer, 1523 S.E. Rose Street, Roseburg, Oregon 97470.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

VFK:pf
Enclosure

cc: Jack Ayres

#8968

2

August 6, 1979

City of Brookings
City Hall
Brookings, OR 97415

Attention: Marjorie B. McKernan
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6334

Gentlemen:

Attached for your records is a fully executed copy of a supplemental letter-form agreement deferring a portion of the required advance deposit for construction of a Special City Allotment project in Brookings.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

[illegible]

Attachment

bc: Don Harwell (agreement attached)

896 8

Phone (503) 469-2163
CITY OF BROOKINGS
The Home of Winter Flowers

898 Elk Drive
Brookings, Oregon 97415

July 12, 1979

Mr. Fred F. Hildebrandt
Engineering Specialist
State Highway Building
Salem, OR 97310

Dear Fred:

At the City Council meeting of July 9, 1979, the City Council approved the low bid submitted from M & F Building Co., P. O. Box 1178, Brookings, Oregon 97415 for the construction on Wharf Street.

As the Wharf Street construction project is being financed partially through an assessment district, I have been notified by the City Attorney that it will require about thirty (30) days to arrange the required interim financing of approximately $26,200.00.

Therefore, it is requested that the City be granted an extension of time, until August 13, 1979, to forward its advance deposit for this project.

The City of Brookings wishes to express its appreciation for the fine assistance and cooperation extended by your office over the past two (2) years. If you have any questions concerning the action taken by the City Council at its July 9, 1979 meeting please do not hesitate to contact me.

Best personal regards,

Frank Freeman
City Manager

FF/pap
cc: Wharf Street construction file

Miscellaneous Contracts & Agreements
No. 6[illegible]4

City of Brookings
P.O. Box "C"
Brookings, Oregon 97415

Attention: Frank Freeman
City Manager

Subject: Special City Allotment Project
Wharf Street
City of Brookings

Gentlemen:

The advance deposit required for construction of Subject project is $58,700. The City is financially capable of providing #32,500 initially with the balance becoming available upon forming a local improvement district.

In order for the contract to be awarded without further delay, it is proposed that State accept City's advance deposit as follows:

Initial Deposit - $32,500 prior to July 23, 1979 (award cond

Balance of Deposit - #26,200 on or before September 28, 1979

If this arrangement is acceptable to the City, please ~~adopt a resolution authorizing~~ have the appropriate officials ~~to enter~~ sign ~~into~~ this agreement ~~on behalf of the City~~ in the spaces provided below. Forward three signed copies of the agreement ~~and a copy of the resolution~~ to Project Management Branch, 207 Transportation Building, Salem, Oregon 973

APPROVED

Assistant State Highway Engineer

STATE OF OREGON, by and through
Its Department of Transportation
Highway Division

State Highway Engineer

Date

CITY OF BROOKINGS, by and
through its City Officials

Subject: Special City Miscellaneous Projects
Wharf Street
City of Brookings

Gentlemen:

The advance deposit required for construction of Subject project is $58,700. The City is financially capable of providing $32,500 initially with the balance becoming available upon forming a local improvement district.

In order for the contract to be awarded without further delay, it is proposed that State accept City's advance deposit as follows:

Initial Deposit - $32,500 prior to July 23, 1979 (award cont

Balance of Deposit - $26,200 on or before September 28, 1979

If this arrangement is acceptable to the City, please ~~adopt a resolution authorizing~~ have the appropriate officials ~~to enter into~~ sign this agreement ~~on behalf of the City~~ in the spaces provided below. Forward three signed copies of the agreement ~~and a copy of the resolution~~ to Project Management Branch, 207 Transportation Building, Salem, Oregon 973

APPROVED

Assistant State Highway Engineer

STATE OF OREGON, by and through
its Department of Transportation
Highway Division

State Highway Engineer

Date

CITY OF BROOKINGS, by and
through its City Officials

By
Mayor

By
City Recorder

8968

June 29, 1979

City of Brookings
P.O. Box "C"
Brookings, Oregon 97415

Attn: Frank Freeman
City Manager

Gentlemen:

On June 28, 1979 a satisfactory bid was received from M & F Building Co., P.O. Box 1178, Brookings, Oregon 97415 for construction on Wharf Street. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$68,987.30
Permanent Pavement Striping	$ 400.00
4 1/2% Contingencies	3,122.44
(9%) or (10%) Engineering	6,938.75
ESTIMATED TOTAL COST	$79,448.49
Less State's Share	-25,000.00
City's Estimated Pro-Rated Costs of Preliminary Engineering	4,253.29
CITY'S ESTIMATED TOTAL COSTS	$58,701.78

City's Advance Deposit: Rounded $58,700.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 20, 1979.

Please make your check for $58,700.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. H. Benn
Operation Programming Engineer

DHB:pf

bcc w/AD # 650: Jack Ayres, Federal Aid Specialist
Vern Shoog - Please return completed AD # 650
when check is received.

7-25-79
$3258951 Rec'd
check to Acctng.
Notified Ed Harvey
& Jack Ayres ✓

```
TAL TO DATE JOB COST SUMMARY                                               MAY 1979          PAGE  472
                                                                             FISCAL          GRAND TOTAL
SCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   GR  CURRENT MONTH  YEAR TO DATE      TO DATE
                                          ** JOB TOTALS **                ** 337.88   **          413.65

                                                                                                    00
WHARF ST, BROOKINGS             CONT NO     * FA PROJ NOS
                                   308   1422    901    00           1.38      556.55          4,113.76
                                   308   1422    905    00                   1,105.88          2,774.44
                                   308   1422    910    00                                       156.16
                                   308   1422    911    00                                       136.44
                                   308   1422    921    00         264.80      957.84          1,250.49
                                   308   1422    922    00                       7.13              7.13
                                   308   1422    950    00                                       137.60
                                          ** JOB TOTALS **         266.18 ** 2,627.40   **   [illegible]

                                                                                                    00
S 5TH-S CANYON DR (REDMOND)     CONT NO     * FA PROJ NOS
                                   309   1469    901    00                                     1,538.53
                                   309   1469    905    00                                     1,114.72
                                   309   1469    910    00                                       459.27
                                   309   1469    920    00                                        42.00
                                   309   1469    921    00                        19.25          175.17
                                   309   1469    924    00                                        75.72
                                          ** JOB TOTALS **                 **     19.25   **        3,405.41

                                                                                                    00
SISTERS MAIN ST                 CONT NO       FA PROJ NOS
                                   309   1479    901    00                                       457.76
                                   309   1479    911    00                                        12.00
                                          ** JOB TOTALS **                 **               **     469.76

                                                                                                    00
BU  S (PARK ST) FOLLEY DR       CONT NO     * FA PROJ NOS
                                   313   1483    901    00                                        11.96
                                   313   1483    905    00                                        29.80
                                   313   1483    906    00                                     1,075.07
                                   313   1483    918    00                                        44.32
                                   313   1483    920    00                                        36.18
                                   313   1483    921    00                                       548.72
                                   313   1483    923    00                                        11.21
                                          ** JOB TOTALS **                 **               **   1,757.26

                                                                                                    00
ROGUE RIVER(BROADWAY ST)        CONT NO     * FA PROJ NOS
                                   315   1429    901    00                                     2,104.58
                                   315   1429    905    00                                       202.50
                                   315   1429    910    00                                        31.68
                                   315   1429    911    00                                         1.68
                                   315   1429    914    00                                   [illegible]
                                   315   1429    920    00                                   [illegible]
                                   315   1429    921    00                                   [illegible]
```

SCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH		FISCAL YEAR TO DATE		GRAND TOTAL TO DATE
			** JOB TOTALS **			**	337.88	**	413.65
WHARF ST. BROOKINGS	CONT NO		* FA PROJ NOS						00
	308	1422	901	00	1.38		556.55		4,113.76
	308	1422	905	00			1,105.88		2,274.44
	308	1422	910	00					156.16
	308	1422	911	00					136.44
	308	1422	921	00	264.80		957.84		1,250.49
	308	1422	922	00			7.13		7.13
	308	1422	950	00					127.60
			** JOB TOTALS **		266.18	**	2,627.40	**	[redacted]
S 5TH-S CANYON DR (REDMOND)	CONT NO		* FA PROJ NOS						00
	309	1469	901	00					1,538.53
	309	1469	905	00					1,114.72
	309	1469	910	00					459.27
	309	1469	920	00					42.00
	309	1469	921	00			19.25		175.17
	309	1469	924	00					75.72
			** JOB TOTALS **			**	19.25	**	3,405.41
SISTERS MAIN ST	CONT NO		FA PROJ NOS						00
	309	1479	901	00					457.76
	309	1479	911	00					12.00
			** JOB TOTALS **			**		**	469.76
BU[illegible]S (PARK ST) FOLLEY DR	CONT NO		* FA PROJ NOS						00
	313	1483	901	00					11.96
	313	1483	905	00					29.80
	313	1483	906	00					1,075.07
	313	1483	918	00					44.32
	313	1483	920	00					36.18
	313	1483	921	00					548.72
	313	1483	923	00					11.21
			** JOB TOTALS **			**		**	1,757.26
ROGUE RIVER(BROADWAY ST)	CONT NO		* FA PROJ NOS						00
	315	1429	901	00					2,104.58
	315	1429	905	00					202.50
	315	1429	910	00					31.68
	315	1429	911	00					1.68
	315	1429	914	00					[illegible]
	315	1429	920	00					[illegible]
	[illegible]	[illegible]	[illegible]	00					[illegible]

89% 8 Brn

Section Brookings (Wharf Street) Programming Estimate $73,000

Highway City Street 5-10-79 Project Length 0.12 mi.

County Curry Completion Time 90 cal. days

Kind of Work Grading and Paving

Prefix 308-1422 FA Project No. STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $$63,647^{50}$

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	400
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities	
Misc. Permit Fees	

$$400^{00}$

$$64,047^{50}$

Contingencies (4-1/2%) $2,882^{14}$

Engineering (10 %) $6,404^{75}$

~~SUBTOTAL~~ $

Credit for

Estimated Net Authorization, Construction $$73,334^{39}$

APPROVED

P.E. $\frac{6326^{56} \times 33,334^{39}}{73,334^{39}} =$ 2875.75

Road Design Engineer

~~City's Total Cost. 76,210.14~~

10 MAY 79

EGON STATE HIGHWAY DIVISION

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 1

Date March 29, '79

Section Brookings (Wharf Street)

County Coos

Kind Of Work Grading and Paving

Length 0.12 mi.

Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (6%)		All	All		3,600-
	Flagmen		Hour	80	19-	1,520-
	ROADWORK					
	Removal of Structures and Obstructions		All	All	-	500-
	General Excavation		Cu. Yd.	960	8-	7,680-
	Trench Excavation		Cu. Yd.	130	10-	1,300-
	~~Watering~~		~~M Gal.~~	~~10~~		
	Cement Treated Existing Materials		Sq. Yd.	2,850	3-	8,550-
	Cement for Treated Existing Materials		Ton	55	98-	5,390-
	Class "B" or Class "C" Asphalt Concrete, 3 inches Thick		Sq. Yd.	3,580	5^{50}	19,690-
	12-inch Sewer Pipe		Lin. Ft.	312	15-	4,680-
	Concrete Inlets, Type CG-1		Each	6	600-	3,600-
	Concrete Inlets, Type Special		Each	5	400-	2,000-
	Concrete Curbs		Lin. Ft.	975	4^{50}	$4,387^{50}$
	Extra for Asphalt Approaches		Each	3	250-	750-

EGON STATE HIGHWAY DIVISION

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 1

Date March 29, '79

Section Brookings (Wharf Street)

County Coos

Kind Of Work Grading and Paving

Length 0.12 mi.

Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (6%)		All	All		3,600-
	Flagmen		Hour	80	19-	1,520-
	ROADWORK					
	Removal of Structures and Obstructions		All	All	-	500-
	General Excavation		Cu. Yd.	960	8-	7,680-
	Trench Excavation		Cu. Yd.	130	10-	1,300-
	~~Watering~~		~~M Gal.~~	~~10~~		
	Cement Treated Existing Materials		Sq. Yd.	2,850	3-	8,550-
	Cement for Treated Existing Materials		Ton	55	98-	5,390-
	Class "B" or Class "C" Asphalt Concrete, 3 inches Thick		Sq. Yd.	3,580	5^{50}	19,690-
	12-inch Sewer Pipe		Lin. Ft.	312	15-	4,680-
	Concrete Inlets, Type CG-1		Each	6	600-	3,600-
	Concrete Inlets, Type Special		Each	5	400-	2,000-
	Concrete Curbs		Lin. Ft.	975	4^{50}	$4,387^{50}$
	Extra for Asphalt Approaches		Each	3	250-	750-

149[illegible]·8

PROJECT MANAGEMENT OFFICE MEMO

Date 4-18-79

Subject Brookings (Wart St.) SCA project File No.

Received (call) ~~(visit)~~ from Elmer Lee

Address

Made (call) ~~(visit)~~ to Frank Freeman Phone 469-2163

Reason for contact and general discussion: Elmer Lee called at 4:37 on 4-17-79 re scheduling of Wart Street project, on bid schedule for May 24, 79. He wants to delay bid opening to June 28, 79 because they are not ready yet. 4-18-79 called Frank Freeman re: above. He says property owners not satisfied with assessments. City is adding some of their funds to reduce the Assess. amounts and will have property owner approval in time for June 28, 79 Letting.

Signature Gary E. Zahn

cc: Ben Gifford
Jack Sullivan

sent 4-18-79
N
M

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

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QU TITY SUMMARY & COST ESTIMATE

Brookings (Wharf Street) Section
City Street
Curry County

Prefix: 308-1422
F.D. Morrison, Res. Engr.
March 1979

Item No.	Bid Item	Unit	Quantity	Price	Total
1.	Mobilization	L.S.	All	$4,100.00	$4,100.00
2.	Flagmen	Hour	80	19.00	1,520.00
Roadwork:					
3.	Removal of Str. & Obstructions	L.S.	All	300.00	300.00
4.	General Excavation	Cu. Yd.	960	6.05	5,808.00
5.	Trench Excavation	Cu. Yd.	130	4.00	520.00
6.	Watering	M-Gal.	8	9.00	72.00
7.	Cement Treated Subbase	Sq. Yd.	2,850	3.00	8,550.00
8.	Cement for Treated Subbase	Tons	52	90.00	4,680.00
9.	Class "B" Asph. Conc.,3" thk.	Sq. Yd.	3,582	5.75	20,596.50
10.	12-inch Sewer Pipe	Lin. Ft.	312	16.00	4,992.00
11.	Conc. Inlets (Type CG-1)	Each	6	750.00	4,500.00
12.	Special Conc. Inlets	Each	5	402.50	2,012.50
13.	Conc. Curbs (Type C)	Lin. Ft.	976	4.20	4,099.20
14.	Extra for Asph. Approaches	Each	4	350.00	1,400.00
	Total Bid Item Cost				$63,150.20
	+ 20% for Engineering & Contingencies				$12,630.00
	Estimated Project Cost				$75,780.20

8768

NARRATIVE REPORT

Brookings (Wharf Street Section
City Street
Curry County

Prefix: 308-1422
F.D.Morrison, Res. Engr.
March 2, 1979

This is a S.C.A. Project, which has been downscoped as requested by the City of Brookings.

A meeting was held in Brookings, February 23, 1979 where we discussed change to the Original Project. These proposals are now being submitted for a new go at this Project.

The Northerly Terminus of the Project is the edge of Chetco Ave., being the edge of the Oregon Coast Highway. The Southerly terminus of the Project is the intersection of Wharf Street with Railroad Ave. The total length of the Project is 0.12 miles.

The Typical Section will be 40 feet, Curb to Curb, with Class "C" Concrete Curbs and dirt Walks, except where existing Sidewalk will remain on the right. The proposed Surfacing is as follows: 3-inches of Commercial Cleass "B" or "C" Asphaltic Concrete Pavement over 6-inches of Cement Treated Subgrade.

The Horizontal Construction alignment is offset 2 feet to the left, from the R/W centerline. This allowed us to save the Sidewalk on the right side. The Southerly end of the Project has a Curve to the right to match into Wharf Street across Railroad Ave.

The Vertical alignment shows a Cut at the North end of the Project and slight Cuts and Fills throughout the remainder of the Project. All slopes catch within the existing R/W lines. The maximum grade proposed is 11.1 %. The remainder of the alignment matches the present street.

All material used on this Project will have to come from Commercial Surces. There will be about 700 Cu. Yds. of Excess Excavation. The City of Brookings has indicated that this excess material can be Stockpiled on their property on the right side of the project where Wharf Street enters Railroad Ave.

The existing R/W width on Wharf Street is 60 feet. We will not need any extra R/W. There will be a Utility Strip between the back of the dirt Walks and the present R/W line. One building, a Photo Shop, encroaches on the present R/W by 8 or 9 feet, and will have to be moved. The V.W. Building falls right on the R/W line and a Garage encroaches about 6 inches. These last Buildings will not cause problems with Construction.

Drainage will be handled by the Curbs and Type "CG-1" inlets at the Gutter line and Special Inlets to collect water from the existing ditches behind the proposed walks. Our plan is to Salvage 4 existing Special Inlets and reinstall them. We will need one new Special Inlet on the Project. Water collected in this proposed system will be connected to the existing strom sewer system.

The City will adjust all Manholes and Water Valves within the Project. Also the City will make the necessary arrangements with the Utility Companies involved, to have any conflicting Poles and Posts relocated. The City will be responsible for the Temporary Protection and Direction of Traffic as well as Construction Signing on this Project. The City may allow complete closure of Wharf Street for a Short duration during Grading & Paving work. However all drainage and Curb work should be done with the street open to Traffic.

Since this is a small Project, we attempted to reduce inspection through the use of Sq. Yd. measurements, where possible, and also all concrete and A.C. should be Commercial Mixes.

Since this downscoping was requested by the City of Brookings and our proposals have been approved by the City Manager & two Council members on February 23, 1979, I did not go down to Brookings and show this proposal to them. However, I will send the City of Brookings a Copy of our Detail Map, Cost Estimate and the Narrative Report.

F.D. Morrison, Res. Engr.
F. D. Morrison
P.O. Box 716, Coquille, Oregon 97423

8968

PROJECT MANAGEMENT OFFICE MEMO

1

Date Feb. 26, 1979

Subject Brookings (Wart St.) File No. SCA

Received (call) (visit) from

Address

Made (call) (~~visit~~) to Jack Ayers Phone

Reason for contact and general discussion: Checked on Status of Project. Plans will have to be revised as Soon as Morrison gets revisions and Estimate Worked up. City Plans to Narrow Street to 40' eliminate Sidewalk on one side. Project will have to be pulled from March letting and either Tried April or May.

Project Moved to April Letting 3/1/79

Signature F. Hildebrandt

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

N Ro

8968

CITY OF BROOKINGS
The Home of Winter Flowers

Phone (503) 469-2163
898 Elk Drive
P. O. Box 'C'
Brookings, Oregon 97415

November ~~2~~ 3, 1978

Mr. Gerald W. Wilmer
Local Government Manager
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Gerald:

Thank you for your letter of October 27, 1978 concerning bid proposals on the City's Wharf Street Improvement Project.

Due to the bid proposal price, it is anticipated that the City Council will formally reject all bids for this project at its November 7, 1978 meeting. Therefore, I would appreciate it if you could inform me as to all project cost as of this date.

Best regards,

Frank

Frank Freeman,
City Manager

FF:cc

1-18-79
Had meeting with Jack
and he will meet with
City to determine what
cuts should be made to
project to come within
City's finances.

11-3-78 Explained to Frank Freeman
City of Brookings retains SCA
funding and need not repay
engineering unless they decide
not to proceed subject to two
year time limit. He plans to
cut project back and readvertise
about March 1979. No need to
answer further. G Wilmer

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
NOV 3 1978
File: PM FA
TAA LG OP

96.8

Section Brookings (Wharf Street) Programming Estimate $ 66 000 [illegible]

Highway City Street 9-78 Project Length 0.12 mi.

County Curry Completion Time ~~70 cal. days~~

Kind of Work Grading and Paving

Prefix 308-1422 FA Project No. STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount 71,574 00 ~~57,084 00~~ $ ~~65,319~~

Anticipated Additional Items:	
Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
✓ Permanent Pavement Striping	$400
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities	
Misc. Permit Fees	

~~57,~~ 484 00 $ ~~[illegible]~~ 400 00

71,974 00 ~~57,484 00~~

$ ~~[illegible]~~

Contingencies (4-1/2%) 3238 83 ~~[illegible]~~

Engineering (10%) 7197 40 ~~[illegible]~~

~~SUBTOTAL~~ $

Credit for

Estimated Net Authorization, Construction $ ~~75,248 26~~ ~~65,819 19~~ 82,410 23

APPROVED J H [illegible]
Road Design Engineer

NOTED
D. O. Christensen

(3)

8968

Date 10-27-78 PROJECT MANAGEMENT OFFICE MEMO

Subject Brookings - [illegible] St - [illegible] Project File No.

Received (call) (visit) from Frank Freeman - City Mgr.

Address Brookings

Made (call) (visit) to

Phone 469-2163

Reason for contact and general discussion: Frank had a chance to talk to Mayor and a couple of Councilmen. Project (Bids) is to high. City wishes to reject. Told him we would rework it, perhaps cut it down into a project they could afford and relet in early spring.

CC. Hal Versteeg

CC. Jack Ayers - Please follow thru with City

Copy to: Ed Harry

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME [✓ LSE] OPE FAE CCE OM Other

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date ~~June 5~~, Sept. 11, '78

County Curry

Section Brookings (Wharf Street)

Kind Of Work Grading and Paving

Length 0.12 mi.

Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (6%)		All	All	—	4,100-
	Flagmen		Hour	80	18-	1,440-
	ROADWORK					
	Removal of Structures and Obstructions		All	All	—	500-
	General Excavation		Cu. Yd.	2,000	4^{25}	8,500-
	Trench Excavation		Cu. Yd.	130	15-	1,950-
	Watering		M.-Gal.	60	10-	600-
	Aggregate Subbase		Cu. Yd.	1,530	7^{25}	$11{,}092^{50}$
	3/4"-0 Aggregate Base		Cu. Yd.	395	10-	3,950-
	Class "B" Asphalt Concrete, 3 Inches Thick		Sq. Yd.	3,030	4^{75}	$14{,}392^{50}$
	12-inch Sewer Pipe		Lin. Ft.	312	12-	3,744-
	Concrete Inlets, Type "CG-1"		Each	6	550-	3,300-
	Concrete Inlets, Type "Special"		Each	5	300-	1,500-
	Concrete Walks		Sq. Yd.	565	12-	6,780-
	Concrete Driveways		Sq. Yd.	50	17-	850-
	Concrete Curbs		Lin. Ft.	1,125	7-	7,875-
	Extra for Asphalt Approaches		Each	5	200-	1,000-
					subT. Mobil.	67,474- 4,100-
						71,574-

8968

PROJECT MANAGEMENT OFFICE MEMO

Date 9-8-78

Subject Warf St in Brookings File No.

Received (call) (~~visit~~) from Ed Johnsen

Address

Made (call) (visit) to Phone 6386

Reason for contact and general discussion:

Engineers Estimates

Old bid letting #57,000 Ayres wants to hold (?)

Realistic for next year const 73,000 Lee (City Adm) says Ok to increase prices

Previous Bids: #88,390 (Redwood) 92,800 & 96,300 (Horton Bros)

Told him City wanted same project except for more time. Engr Est doesn't control. City match does. Increase estimate

Signature /s/ G Wimer

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) Ⓡ Prange Ⓗ Hildebrandt

Circulate: PME LGE OPE FAE [✓ CCE] OM Other

Date 8/17/78 PROJECT MANAGEMENT OFFICE MEMO

Subject Wark St. SCA Project, Brookings File No. ________

Received (call) ~~(visit)~~ from Jack Ayers

Address Reg. 3 FA Engr., Roseburg

Made (call) (visit) to ________ Phone 672-6658

Reason for contact and general discussion: City will probably request some minor changes. Remove project from Sept. Letting and reschedule for Oct. 26. Told Jack Sullivan's office and D. Christensen of the change in letting dates. Suggest PMS run be updated to reflect the above. Asked Jack Ayers to get any project revisions to Salem as soon as possible to make the Oct. letting.

8-17-78 Swan Please [illegible] Dave. [illegible]

C.C. Swan Sullivan
Ayers Christensen
8/17/78 [illegible]

Signature

File ( ) ( ) (A) ( ) ( ) (A) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

PROJECT MANAGEMENT OFFICE MEMO

Date 8-9-78

Subject Brookings (Warf Street) Section File No.

Received (call) ~~(visit)~~ from Jack Sullivan

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

Bids were rejected after July bid opening. Ayres shortly afterwards said City wanted readvertised in Sept. No word re any desired modifications. Sullivan wanted this office to check if there were any. Couldn't reach Ayres until 8-10-78. He lacked word until after 10:30 a.m.

Prange talked to Elmer Lee, new city Mgr., Council will meet Mon. Nite will let us know Tues.

A.T. Brummit again inquired about noon 8-15-78. Ayres not in 8-16-78.

8/16/78 - Jack Ayers in Brookings, will Call 8/17/78

Signature

File ( ) ( ) ( ) ( ) ( ) (✓) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8968.

PROJECT MANAGEMENT OFFICE MEMO

Date 7/28/78

Subject Brookings (Wart Str.) File No.

Received (call) (visit) from

Address

Made (call) (~~visit~~) to AL Hooten Phone 469-2163

Reason for contact and general discussion: High Bid on Project.
Discussed different Alternatives to go. AL
Wanted until Monday to make a decision.
I Suggested he go ahead and reject the
bids and determine what changes could
be made and re-advertise at a later date.
He agreed this would probably be the best route
to take as the City was strapped for Money.

Signature L. Hildebrandt

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

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OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

- 78

Attention: Right-of-Way Section

Subject: Special City Allotment Project
Project Name Brookings (Warf Str.)

Regarding the above referred to S.C.A. project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to S.C.A. project have been authorized by permit, franchise, or other approved procedure.

Signed at ______________, Oregon, this _____ day of __________, 19__

City of Brookings

Certified By:

____
Mayor

____
Regional Right-of-Way Supervisor
Date ______________________

____
City Recorder

Instructions: Complete A or B and C.
R/W File No. _________
Rev. 1/76

8968

P

CITY OF BROOKINGS
The Home of Winter Flowers

Phone (503) 469-2163
898 Elk Drive
P. O. Box 'C'
Brookings, Oregon 97415

June 22, 1978

Department of Transportation
Transportation Building
Salem, Oregon 97310

Att: Gerald W. Wimee

Dear Sir,

Please find enclosed the approved Preliminary Design with one deleted driveway entrance.

This one location is on the West side of Wharf Street just South of Spruce Street and is located in the existing curb/sidewalk structure that will be replaced.

The Council meeting is the third Tuesday of each month, hence the delay in this return.

This information was telephoned to Glen Clark at Salem on June 14, 1978.

Very truly yours,

Al R. Hooten, City Manager

ARH:cc

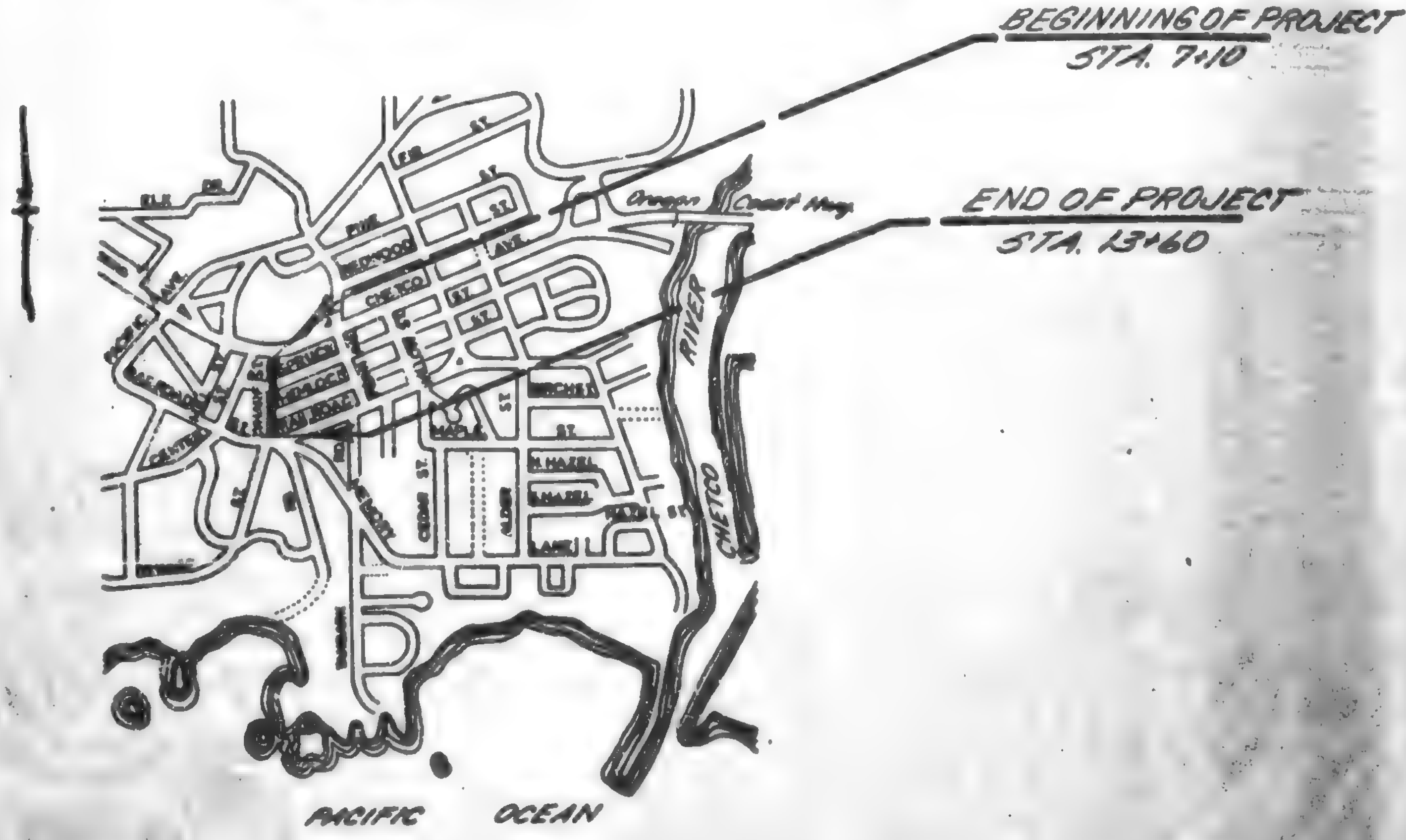
PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE FAE ☐ OPE ☐
JUN 23 1978
File: PM FA
LG OP
TAA Hildebrandt

Encl

Copy to Design
6-28-78
H

No R/W Map

BROOKINGS


BEGINNING OF PROJECT
STA. 7+10
END OF PROJECT
STA. 13+60
Oregon Coast Hwy.
FIR ST.
PINE
REDWOOD
AVE.
CHETCO
ST.
ELK DR.
CENTER
HAZEL ST.
CHETCO
RIVER
PACIFIC
OCEAN

Sketch Map

PRELIMINARY COPY
JUN 1 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED
CITY OF_______________
BY MAYOR_______________
BY RECORDER_____________
DATE__________________

Friesen, Hansen, Buth

Hille

NG OF PROJECT
7+10

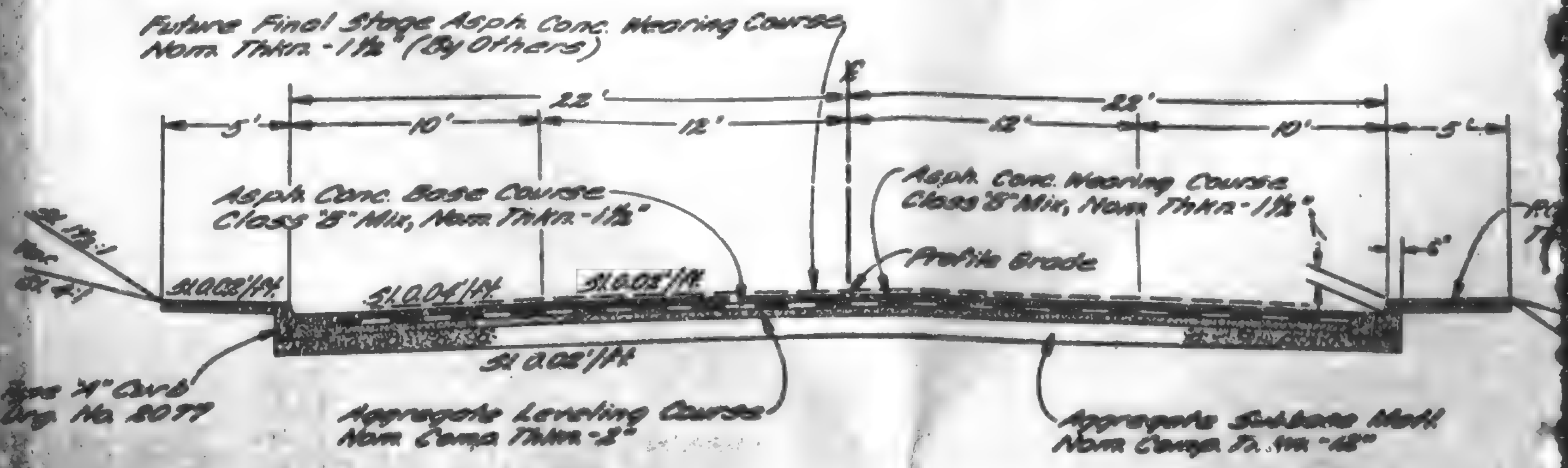
ROJECT
0

INDEX OF SHEETS	
SHEET No.	DESCRIPTION
1	Sketch Map, Typical Section
2	Plan, Profile

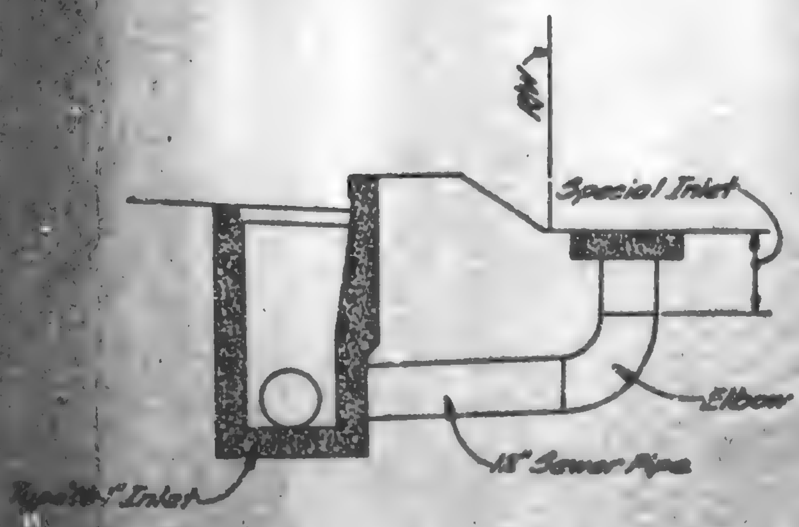
OREGON STATE HIGHWAY D
GRADING & PAVING
BROOKINGS (WHARF STREET) S
CITY STREET
CURRY COUNTY

FED. ROAD DIV. No.	STATE	PROJECT NUMBER
10	OREGON	STATE

TYPICAL SECTION

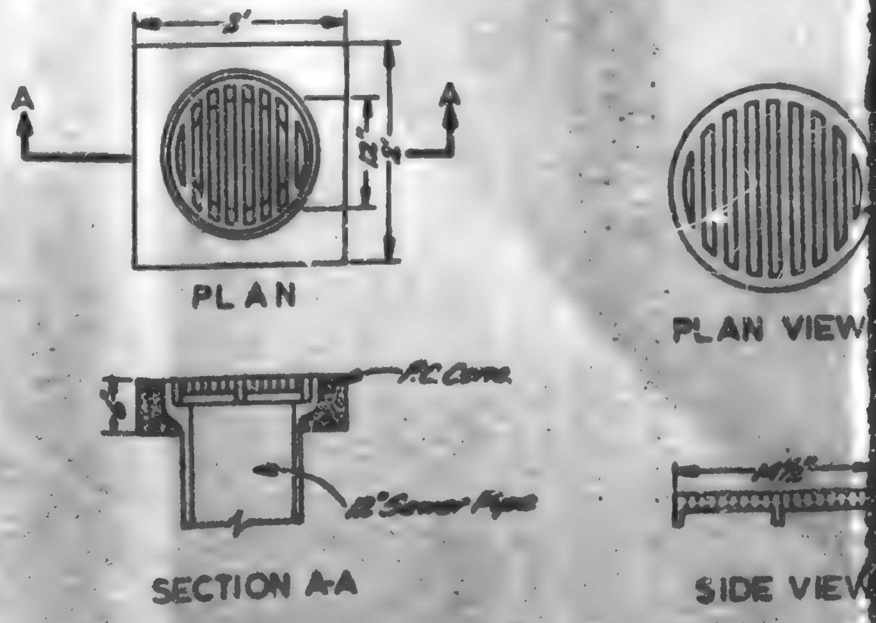


Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. - 1½" (By Others)
22'
22'
5'
10'
12'
12'
10'
5'
℄
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn. - 1½"
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn. - 1½"
Profile Grade
6"
Sl. 1½:1
Max.
Sl. 4:1
Sl. 0.02'/Ft.
Sl. 0.04'/Ft.
Sl. 0.03'/Ft.
Sl. 0.02'/Ft.
Type "A" Curb
Dwg. No. 2077
Aggregate Leveling Course
Nom. Comp. Thkn. - 2"
Aggregate Subbase Mat'l
Nom. Comp. Th'kn. - 18"



Special Inlet
Elbow
18" Sewer Pipe
Type "A-1" Inlet

SPECIAL INLET



A
A
2'
12"
2'
P.C. Conc.
12" Sewer Pipe
14½"

PLAN

SECTION A-A

PLAN VIEW

SIDE VIEW

SPECIAL INLE

Hillebrandt

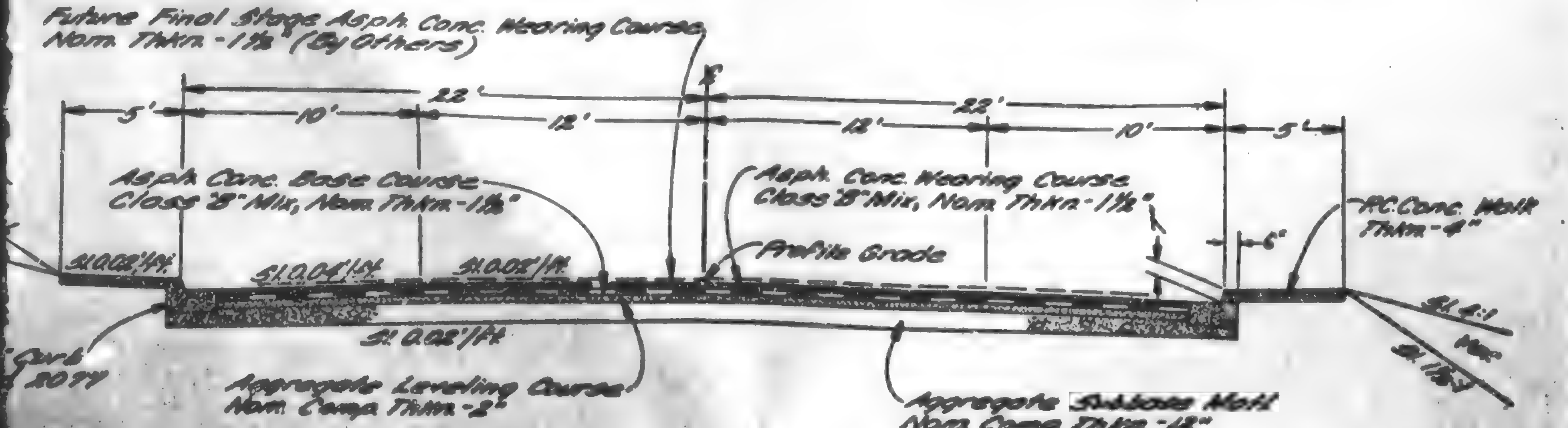
30E-1422-905

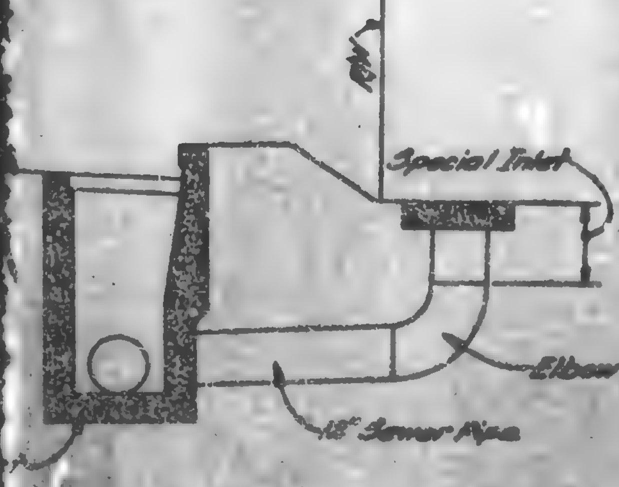
INDEX OF SHEETS
DESCRIPTION
Sketch Map, Typical Section
tion, Profile

OREGON STATE HIGHWAY DIVISION
GRADING & PAVING
BROOKINGS (WHARF STREET) SECTION
CITY STREET
CURRY COUNTY

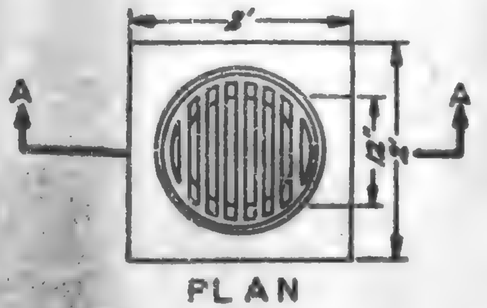
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 1 / TOTAL SHEETS
10	OREGON	STATE		See Index

TYPICAL SECTION

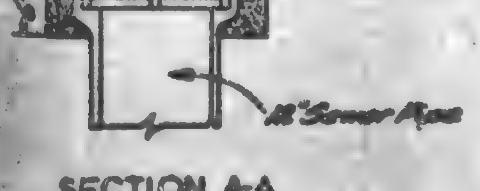

Future Final Stage Asph. Conc. Wearing Course Nom. Thkn. - 1½" (By Others)
℄
22'
22'
5'
10'
12'
12'
10'
5'
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn. - 1½"
Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn. - 1½"
P.C. Conc. Walk Thkn. - 4"
6"
Profile Grade
Sl. 0.02'/Ft.
Sl. 0.04'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Curb 2074
Aggregate Leveling Course Nom. Comp. Thkn. - 2"
Aggregate Subbase Mat'l Nom. Comp. Thkn. - 12"
Sl. 4:1
Max.
Sl. 1½:1


Special Inlet
Elbow
12" Sewer Pipe

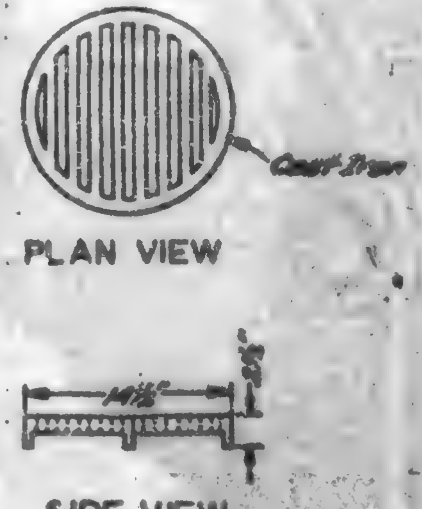
SPECIAL INLET



PLAN


P.C. Conc.
12" Sewer Pipe

SECTION A-A


Cast Iron
PLAN VIEW
14½"
SIDE VIEW

SPECIAL INLET GRATE

① *Const. P.C. Conc. Walk*

② *Const. Type "A" Curb*
Drg. No. 2077

③ *Remove Extg. Curb & Walks (By Others)*

④ *Const. Sidewalk Ramp*
Drg. No. 2077

⑤ *Const. P.C. Conc. Type "A" Driveway-4 (Total)*

⑥ *Const. Street Conn.-5 (Total)*

⑦ *Sta. 9+40*
Const. Type "CG-1" Inlet
With Special Grate
Inst. 12" Sewer Pipe-48'
Under Pvmt. -35'
Tr. Exc. 16 C.Y.
Drg. No. 2105

⑧ *Sta. 10+70*
Remove Extg. 12" Culv. Pipe
Const. Type "CG-1" Inlet
With Special Grate
Const. Special Inlet
Inst. 12" Sewer Pipe -112' (Total)
Tr. Exc. 46 C.Y.
(For Details, See Sheet 2)

⑨ *Sta. 11+77*
Remove Extg. Inlet
Remove Extg. 12" Culv. Pipe
Const. Type "CG-1" Inlet
With Special Grate
Const. Special Inlet
Inst. 12" Sewer Pipe-30' (Total)
Connect To Extg. Sewer Pipe
Tr. Exc. 12 C.Y.

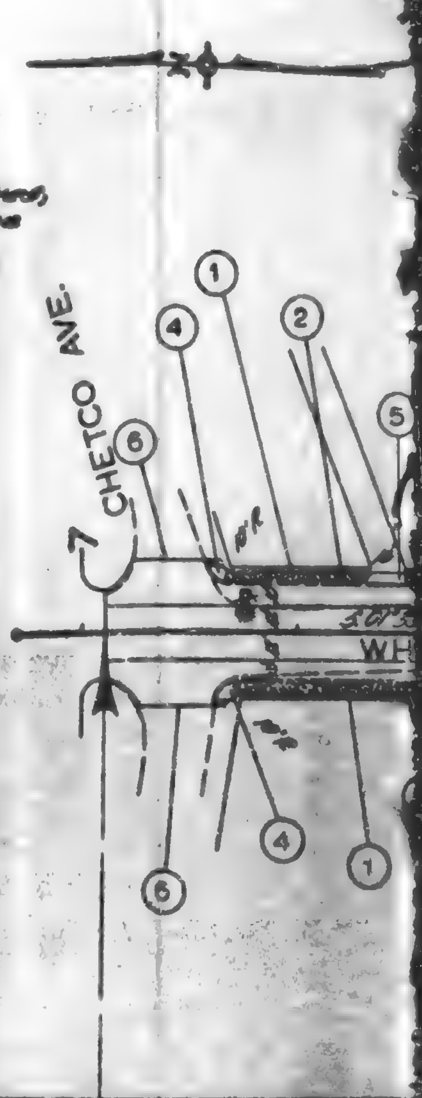
⑩ *Sta. 12+06*
Remove Extg. Inlet
Const. Type "CG-1" Inlet
With Special Grate
Connect To Extg. Sewer Pipe

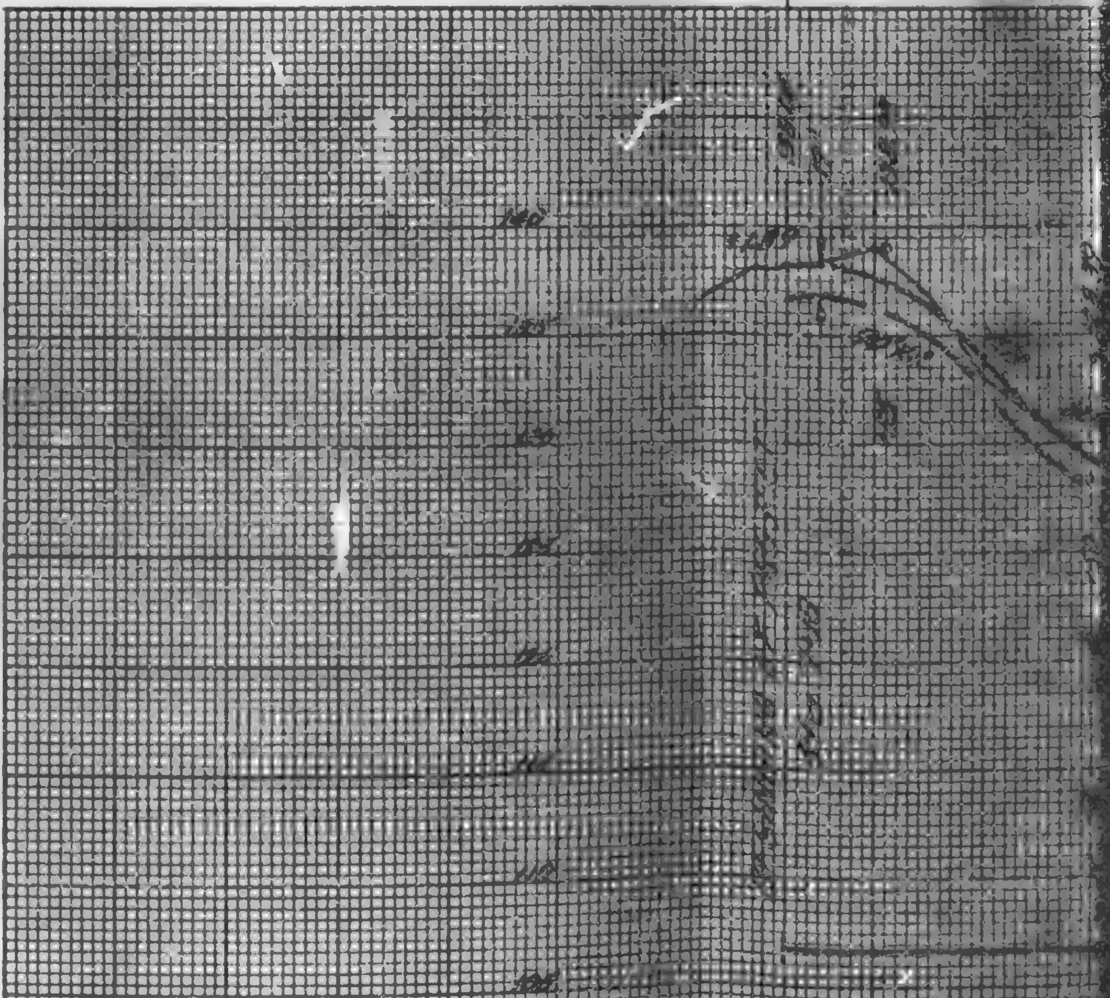
⑪ *Sta. 13+32*
Remove Extg. Inlet
Const. Type "CG-1" Inlet
With Special Grate
Const. Special Inlet
Inst. 12" Sewer Pipe -12' (Total)
Tr. Exc. 4 C.Y.

⑫ *Sta. 13+45 To Sta. 13+62*
Remove Extg. 8" Culv. Pipe
Remove Extg. Inlet
Const. Type "CG-1" Inlet
With Special Grate
Const. Special Inlets-2
Inst. 12" Sewer Pipe-120' (Total)
Tr. Exc. 50 C.Y.

PIPE DATA:
12" Sewer Pipe Furnished Shall Be
Class 2 Nonreinforced Or Class
III Reinforced Conc. Pipe.

NOTE:
Adjustment Of Sewer Manholes, Water Valves,
Power Poles, Luminaire Poles, & Telephone
Facilities To Be Done By Others

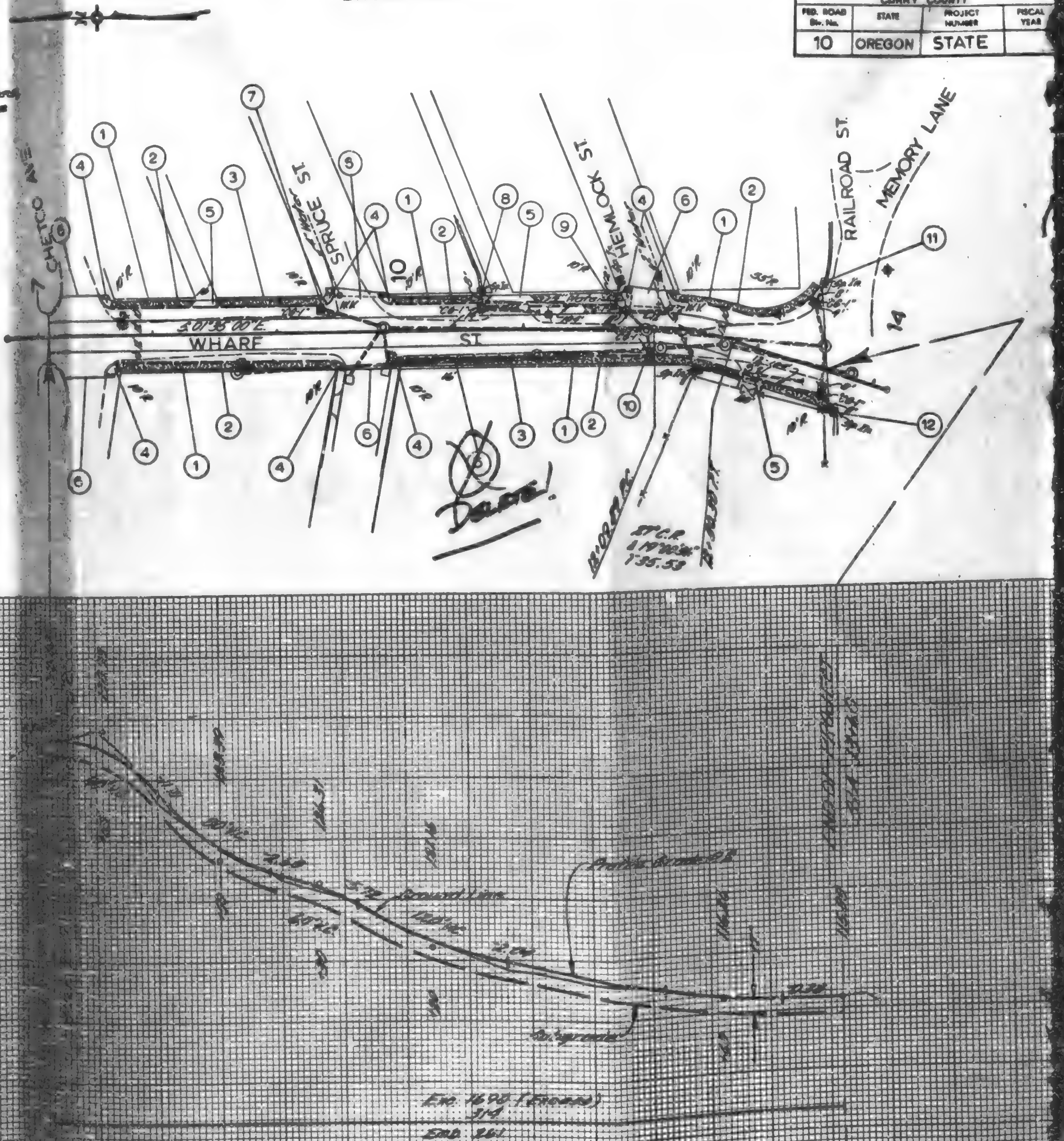




Sec. 6, T.41 S., R.13 W., W.M.
BROOKINGS

BROOKINGS (WHARF STREET) SECTION
CITY STREET
CURRY COUNTY

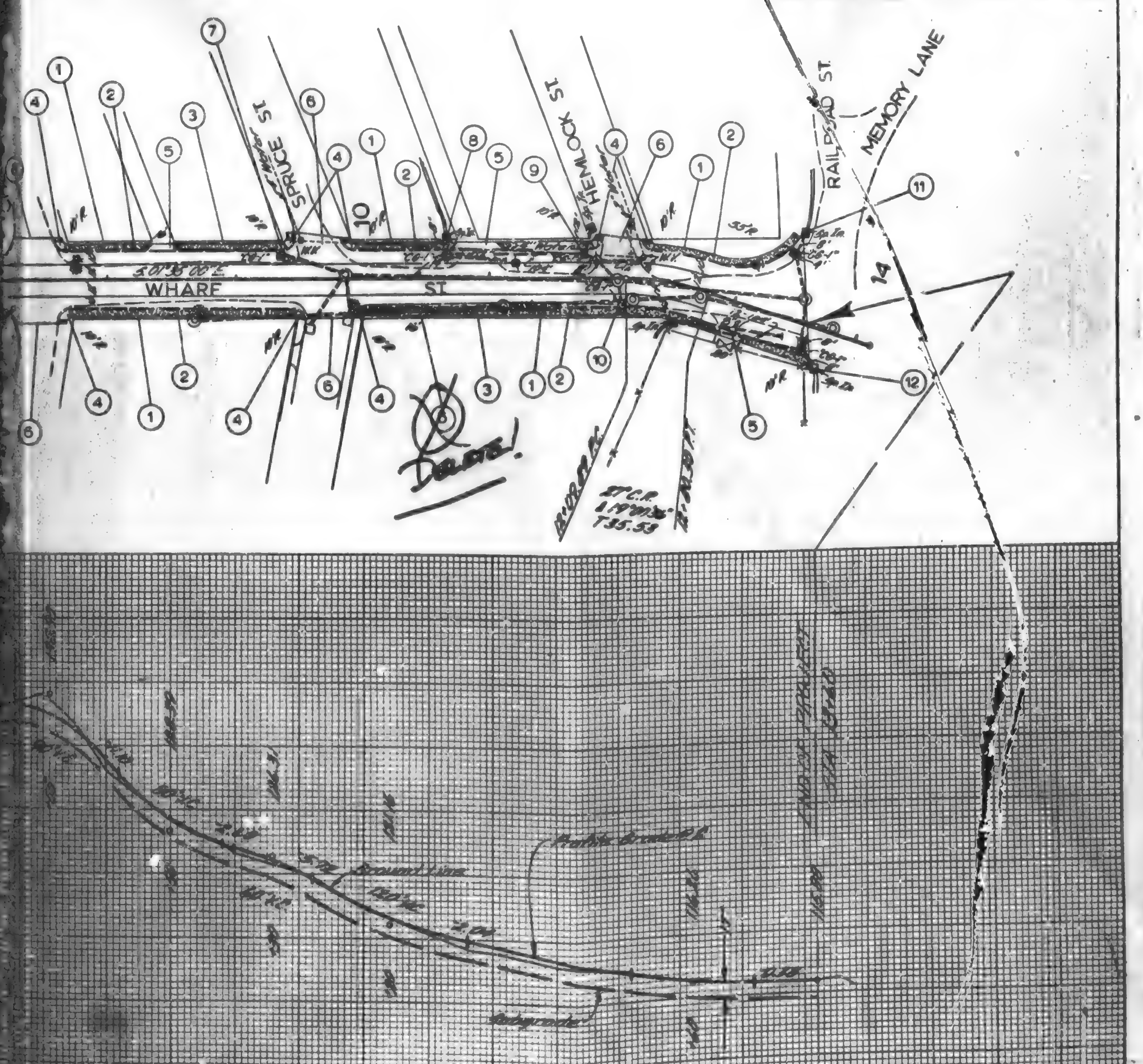
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON	STATE	



N
CHETCO AVE
WHARF ST.
SPRUCE ST.
HEMLOCK ST.
RAILROAD ST.
MEMORY LANE
10
14
Delete!
Ground Line
Subgrade

BROOKINGS (WHARF STREET) SECTION CITY STREET CURRY COUNTY				SHEET No. 2
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	STATE		See Index

Sec. 6, T.41 S., R.13 W., W.M.
BROOKINGS



WHARF
ST
SPRUCE ST
HEMLOCK ST
RAILROAD ST
MEMORY LANE
14
10
1
2
3
4
5
6
7
8
9
10
11
12
Deleted!
Profile Grade
Ground Line
Subgrade
10
13

8968

p

CITY OF BROOKINGS
The Home of Winter Flowers

Phone (503) 469-2163
898 Elk Drive
P. O. Box 'C'
Brookings, Oregon 97415

June 14, 1978

Oregon State Highway Division
Room 200 Transportation Building
Salem, Oregon 97310

Att: Mr. Fred Hildebrandt, City Coordinator

Dear Mr. Hildebrandt,

As per our telephone conversation of June 12, 1978 concerning the Wharf Street Project, this letter will instruct you that the City of Brookings will be responsible for barricading and traffic diversion during construction of this project.

Very truly yours,

Al R. Hooten, City Manager

ARH:cc

CC: to Bill Board.
6-20-78

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
JUN 16 1978
File: PM FA
TA Hildebrandt LG OP

6978

June 2, 1978

Mr. Al Hooten
City Manager
P.O. Box "C"
Brookings, OR 97415

Dear Mr. Hooten:

Enclosed are two sets of preliminary plans for the 1978 Special City Allotment project on [illegible] Street. Please have the proper officials review and, if they approve, return one set with your approval noted thereon.

Construction of a street, as shown on these preliminary plans, is currently estimated to cost $65,000. The State's share would be $25,000.

Recommended changes you suggest should reach this office by June 20, 1978 to permit any revisions to be made on the plans before they reach the bidders.

Very truly yours,

ORIGINAL SIGNED BY G. W. WIMER

Gerald W. Wimer
Local Government Manager

[illegible]
Enclos[illegible]
cc Regi[illegible] 3

5-9-78

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

908

Subject: Special City Allotment Project
Project Name Brookings (Warf Str.)

Regarding the above referred to S.C.A. project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☑ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to S.C.A. project have been authorized by permit, franchise, or other approved procedure.

Signed at Brookings, Oregon, this 9th day of May, 1978

City of Brookings

Robert L. Kerr
Mayor

Marjorie B. McKernan
City Recorder

CC: DE Swan
C T Kearsey
R. Trigstad
6-29-78

Certified By:

Richard Wilson
for Regional Right-of-Way Supervisor
Date 6-26/78

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8968 P

QUANTITY SUMMARY & ESTIMATE OF COST

Wharf Street (Brookings)
City Street
Curry County

Prefix: 308-1422
F. D. Morrison, Res. Engr.
March 1978

Item No.	Bid Item	Unit	Quantity	Price	Total
1.	Mobilization	L. S.	All	$3,060.00	$3,060.00
2.	Flagmen	Hour	80	18.00	1,440.00
3.	Removal of Structures & Obstructions	L. S.	All	300.00	300.00
4.	General Excavation	C. Y.	2,000	3.00	6,000.00
5.	Trench Excavation	C.Y.	100	7.00	700.00
6.	Watering	M-Gal.	52	8.00	2,560.00
7.	Aggregate Subbase	C. Y.	1,390	2.50	3,475.00
8.	Aggregate Base	C. Y.	320	8.00	2,560.00
9.	Class "B" or "C" Asphalt Conc. Mix. 4" Thk.	Sq. Yd.	3,000	5.00	15,000.00
10.	10-inch Sewer Pipe	L. F.	130	8.50	1,105.00
11.	12-inch Sewer Pipe	L. F.	166	10.50	1,743.00
12.	Concrete Inlets, Type "G"	Each	6	500.00	3,000.00
13.	Concrete Inlets - Special -	Each	5	300.00	1,500.00
14.	Concrete Walks	Sq. Yd.	580	12.00	6,960.00
15.	Concrete Curbs, Type "[illegible]"	L. F.	1,135	6.00	6,810.00
	Total Bid Item Cost.				$54,069.00
	+ 20% for Engineering & Contingencies				10,814.00
	Estimated Project Cost				$64,883.00

8968

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

Mr. Al Hooten
City Manager
City of Brookings
P.O. Box "C"
Brookings, OR 97415

April 21, 1978

Dear Mr. Hooten:

This will confirm our telephone conversation April 17, 1978 concerning your Special City Allotment (SCA) project on Wharf St. in Brookings.

Your concern was that the current cost estimate for the project is $65,000 and the difference between the state allotment of $25,000 and this estimated cost ($40,000) has been requested from the Curry County Board of Commissioners. They, however, have not made a firm commitment and will not until the end of May.

During our telephone conversation I indicated we would set back the letting schedule to July 27, 1978. In checking I find that the schedule calls for this project on this date already. The reason for setting back the project was to await the county's decision to assist you financially.

The options available to the city in the event that the county does not act favorably on your request for funds are:

a. Cut back the project to a scope that $25,000 will accommodate.
b. Cancel the project (city must reimburse the state for preliminary engineering already accomplished).
c. Find other funds to finance the overage.

By a copy of this letter I am asking our Final Design Section to proceed with the preparation of contract plans for the July 27, 1978, letting date.

If at the end of May the county funds the overage no time will have been lost. This will, however, increase the preliminary engineering cost if the project is canceled by the city.

The best options for the city would be to reduce the scope of the project if county funds do not become available. Please advise if this approach is not satisfactory with the city.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

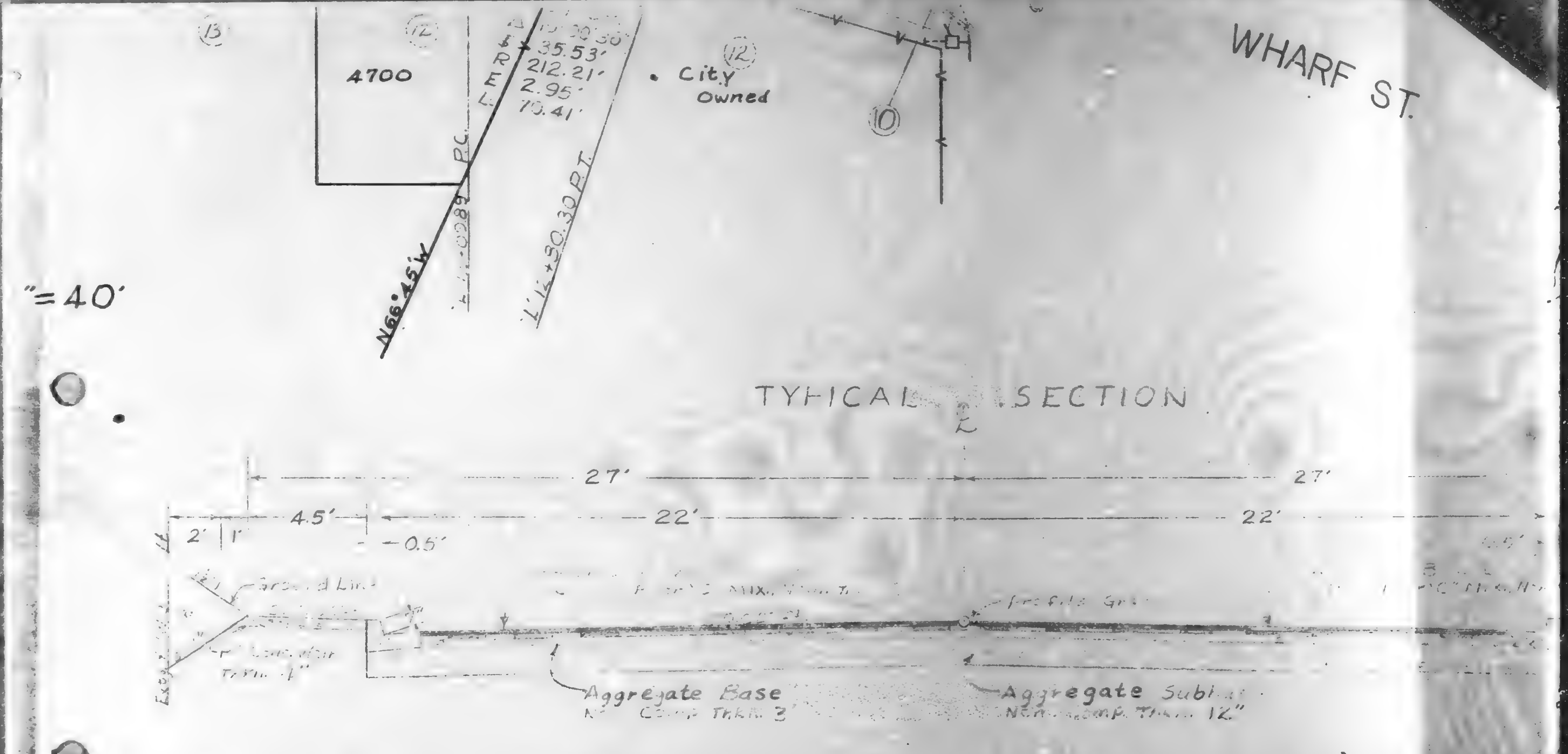
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

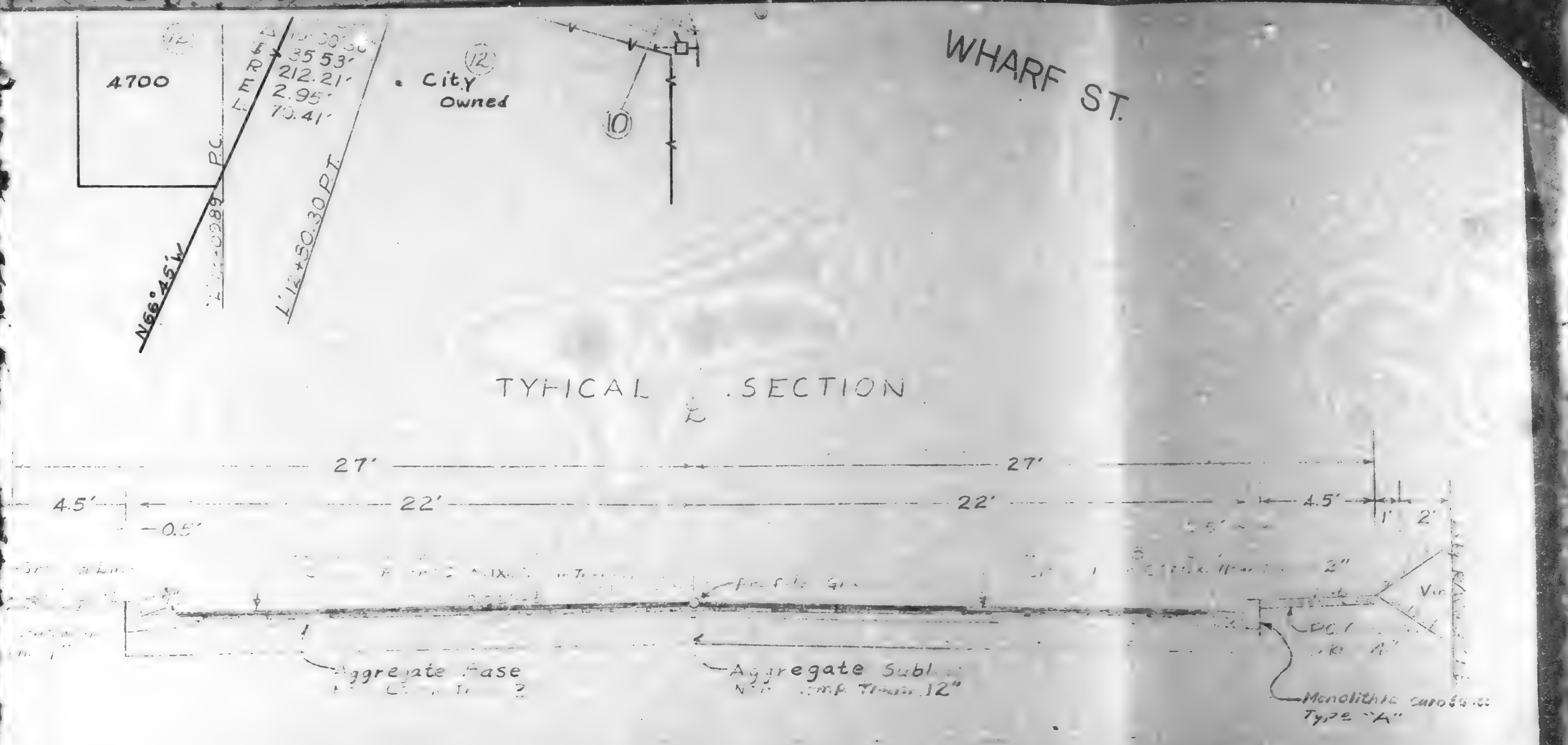
By GLEN L. CLARK
Regional Federal-Aid Engineer

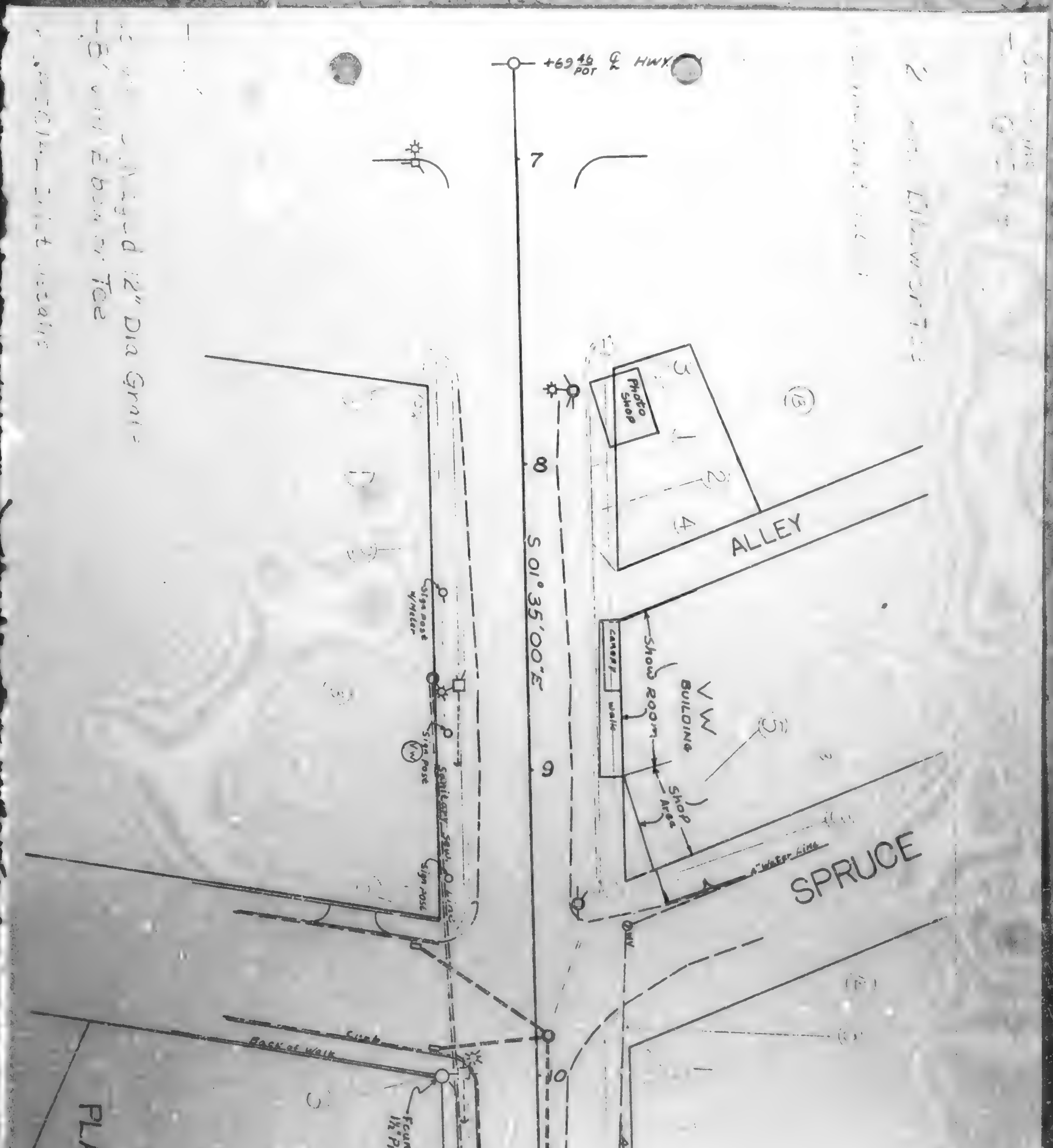
GLC/cao
cc: J.H. Versteeg
D.H. Moehring
Bill Brown
Frank Morrison

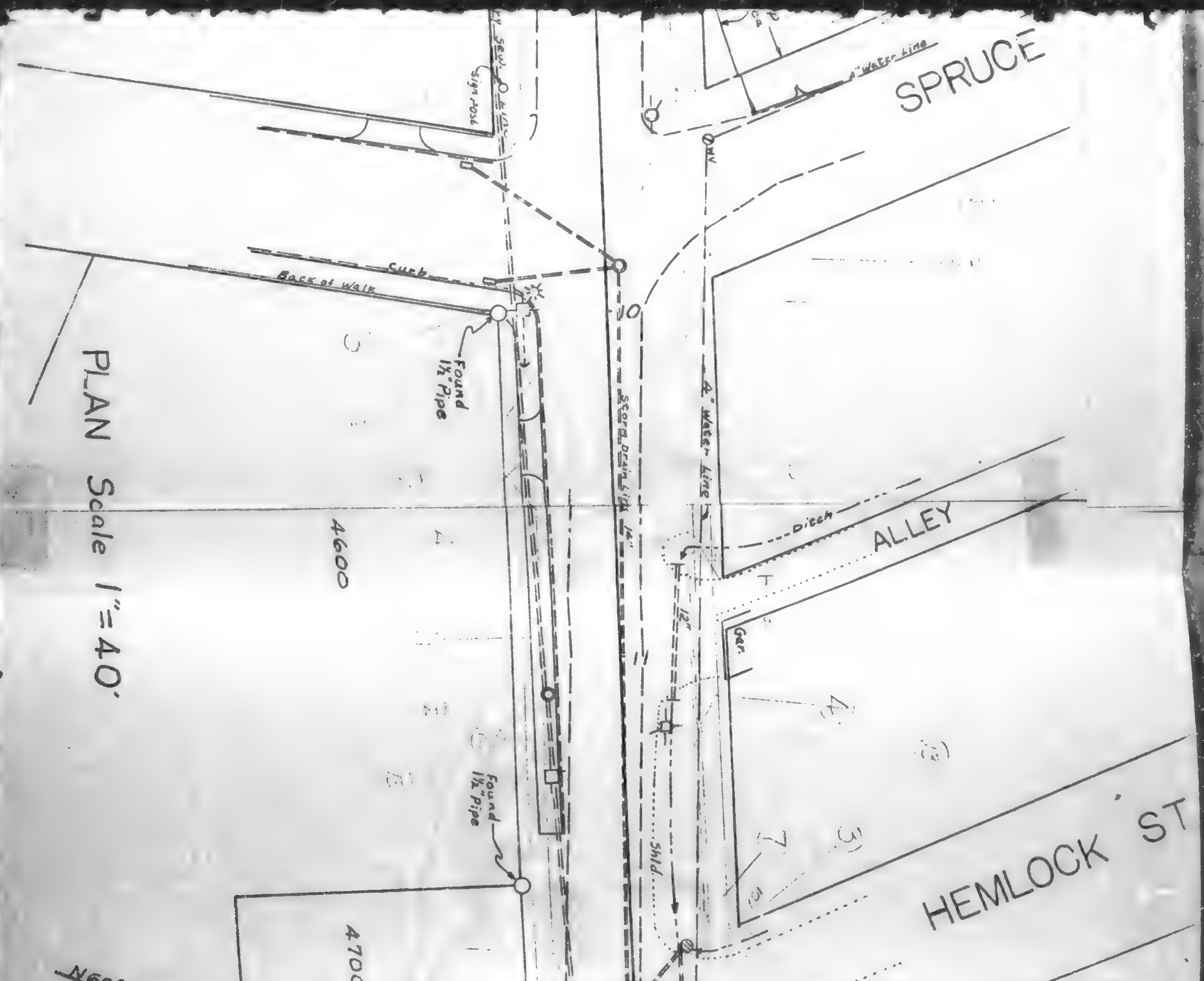
PROJECT MANAGEMENT
PME ☐ CCE ☒
LGE ● FAE ☐
OM ☐
OPE ☐
APR 24 1978
TAA Prange
File: PM FA
LG OP

April Schedule shows this Project in June. Consult w/ Clark and recommend

WHARF ST.
"=40'
⑬
⑫
4700
⑫
City
Owned
⑩
N66°45'W
P.C.
Δ
T
R
E
L
35.53'
212.21'
2.95'
70.41'
L' 14+30.30 P.T.
TYPICAL SECTION
℄
27'
27'
4.5'
22'
22'
2'
1'
0.5'
Ground Line
Aggregate Base
Aggregate Subbase
Non Comp Thkn 12"


WHARF ST.
4700
12
N66°45'W
P.C.
0989
R 35.53'
R 212.21'
E 2.95'
L 70.41'
L' 12+50.30 P.T.
12
• City Owned
10
TYPICAL ℄ SECTION
27'
27'
4.5'
22'
22'
4.5'
1'
2'
0.5'
2"
Aggregate Base
Aggregate Subbase
12"
Monolithic curb
Type "A"


+69 46 POT ℄ HWY
7
8
9
10
11
S 01° 35' 00" E
Photo Shop
ALLEY
Canopy
Walk
Show Room
VW BUILDING
Shop Area
SPRUCE
4" Water Line
Sign Post w/ Meter
Sign Post
VW
Sanitary Sewer
Sign Post
Curb
Back of Walk
Found 1½" Pipe
Storm Drain Line 14"
4" Water Line
Ditch
ALLEY
12"
Gar.
4600
12" Dia Grate
Tee
PLAN Scale 1" = 40'


SPRUCE
4" Water Line
Sign Post
Curb
Back of Walk
Found 1¼" Pipe
PLAN Scale 1"=40'
4600
10
Storm Drain Line 12"
4" Water Line
Ditch
ALLEY
12"
Gar.
11
Shld
HEMLOCK ST
Found 1¼" Pipe
4700
N66°45'W
12
Edge Gravel
2" Water Line
WV
Found ½" Pin
Found ¾" Pipe
City Owned
8"
Ditch
13
Ditch
RAILROAD ST

4968 P

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Brookings (Wharf St.)

Highway: City Street

County: Curry

Prefix: 308-1422

Res. Engr. F. Morrison

Date April 12, 1978

Ten Year Traffic Coefficient 6.2

18 kip s.a. per day 11

R value 9

Frost Penetration - - - -

CBE Total Requirement 20.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
3.0"	A.C. (Cl. B)	6.0
2.0"	A.L.	2.0
12.0"	A.S.B. (2.0" top size)	9.5
18.5"		20.5"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government Programs

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
APR 14 1978
File: PM LG FA OP
TAA ____________

8968

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LOCATION NARRATIVE

Wharf Street (Brookings)
City Street
Curry County

Prefix: 3081422
F. D. Morrison, Res. Engr.
March 30, 1978

This is a S.C.A. Project, and we used the project data submitted with the cities original request for guidelines on this survey.

The Northerly terminus of the project is the edge of Chetco Ave., being the edge of Of the Oregon Coast Highway. The Southerly terminus of the project is the intersection of Wharf St. with Railroad Ave. The total length of this project is 0.12 miles.

The typical section will be 44 feet, curb to curb, with Class "A" Conc Curbs & Gutters and 4½ feet of Conc. sidewalks. The proposed surfacing is as follows: 4" of Commercial Class "B" or "C" Asphaltic Concrete Pavement, 3-inches of Agg. Base, & 12-inches of Agg. Subbase Material.

The horizontal alignment has the street proprotionately between the R/W lines except the alignment at the southerly end of the project, which curves to the right in order to tie into Wharf Street across Railroad Ave.

The vertical alignment shows a cut at the northerly end of the project and slight cuts & fills throughout the remainder of the project, with ourslopes catching within the present R/W. The maximum grade proposed is 11.1 %. The remainder of the alignment matches the present gradients.

All material used on this project will have to come from commercial sources. The City of Brookings has indicated a proposed site for the excess excavation material. This site is located between 6 th and Fern Ave. on Ransom Ave.

The existing R/W on Wharf St., is 60 feet, with no additional R/W required. There will be a utility strip between the back of the sidewalk and the present R/W line. A Photo shop building, encroaches on the present R/W by 8 or 9 feet and will have to be moved before construction. The V. W. building falls right on the R/W line and a garage encroaches about 6 inches, but will not cause problems with construction.

Drainage will be handled through Type "G" Inlets proposed at the gutter line and existing "Special" inlets (see attached drawing) used to collect water from the ditches behind the sidewalks & curbs. We propose to salvage and reinstall 4 existing Special Inlets, however we need 5 inlets throughout the project. Collected water will be connected to the existing storm sewer system.

The City will adjust all manholes, both sanitary & storm, within the project limits.

The City of Brookings will make the necessary arrangements with the utility companies involved, to have andy conflicting poles and posts relocated in the utility strip. The City will also be responsible for the temporary protection and direction of traffic as well as construction signing on this project. The City may allow complete closure of Wharf Street for a short duration, during paving & grading work. However all drainage and curb & sidewalk work should be done with the street open to traffic.

Since this is a small project, we attempted to reduce inspection through the use of Sq. Yd. measurement and payment where permissible and also all concrete and A. C. used on this project should be commercial mixes.

This proposal was shown to Mr. Hooten & the Mayor of Brookings on March 28, 1978 in the City Hall of Brookings. They were happy with our proposals and stated that they would show it to the city counsel at the next meeting.

8968

December 14, 1977

City of Brookings
City Hall
Brookings, OR 97415

Attention: Marjorie B. McKeown
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6334

Gentlemen:

We are attaching for your files a fully executed copy of an agreement for the improvement of Wharf Street (Chetco to Railroad Street) in the City of Brookings.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

G. W. Hand
COMMISSION SERVICES

bhc

Attachment

cc: Don Harwell (agreement attached)

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 6

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
November 23, 1977

ORIGINAL SIGNED BY J. X. WILSON

FROM: J.X. WILSON
Regional Maintenance Engineer

SUBJECT: Preliminary Traffic Signal Plans
US101 and Center St.
Brookings

TO: L.E. George
Traffic Engineer
SALEM

Attached is a November 17, 1977 letter complete with map, from Al Hooten, City Manager of Brookings, regarding recommended revisions to the subject plans.

It is recommended that the two strain poles on the Center Street side of the intersection be relocated to be compatible with the future widening as shown in the dark shading.

This will create some utility line conflicts with the spanwire for southbound traffic. By a copy of this letter I am asking Mr. Jack Ayres, Regional Utility Engineer, to pursue this facet of the work.

JXW/KDO/cao
Encl.
cc: Fred Hildebrandt
Jack Ayres

PROJECT MANAGEMENT
PME
LGE
CCE
FAE ☑
OM ☐
OPE ☐
N
NOV 25 1977
TAA Hildebrandt File:
PM FA
LG OP

CITY OF BROOKINGS
The Home of Winter Flowers

Phone (503) 469-2163
898 Elk Drive
P. O. Box 'C'
Brookings, Oregon 97415

November 17, 1977

Department of Transportation
Highway Division, Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Att: Kipp D. Osborne, Regional Engineer

Dear Kipp,

We have inspected your plot of the 101 and Center Street traffic signal project.

Following are our observations and desires:

(a) The curb radius on both corners of the intersection do not line up with the curb line of the sides of Center Street and should be made to conform.

(b) Traffic will move from both parking areas into the Center Street traffic flow. The extension of the curb and sidewalk down Center Street from corners will definitely help control this flow.

We expect that some local adjustment in directing traffic coming from these parking areas will be necessary but will probably necessitate some experience time after the signal is installed to effect proper procedures.

(c) We seriously question the location of the U. S. mail box in its present site because it does create traffic problems now and we believe that this traffic control will draw additional traffic into Center Street, therefore the box should be placed at an alternate location. We will be speaking to the Postmaster about this.

(d) This traffic control will effect the Wharf Street/101 intersection to some extent and if you feel that some communications between you and Mr. Fred Hildebrandt, local programs coordinator, during their design of this project would be in order a copy of the latest letter is enclosed.

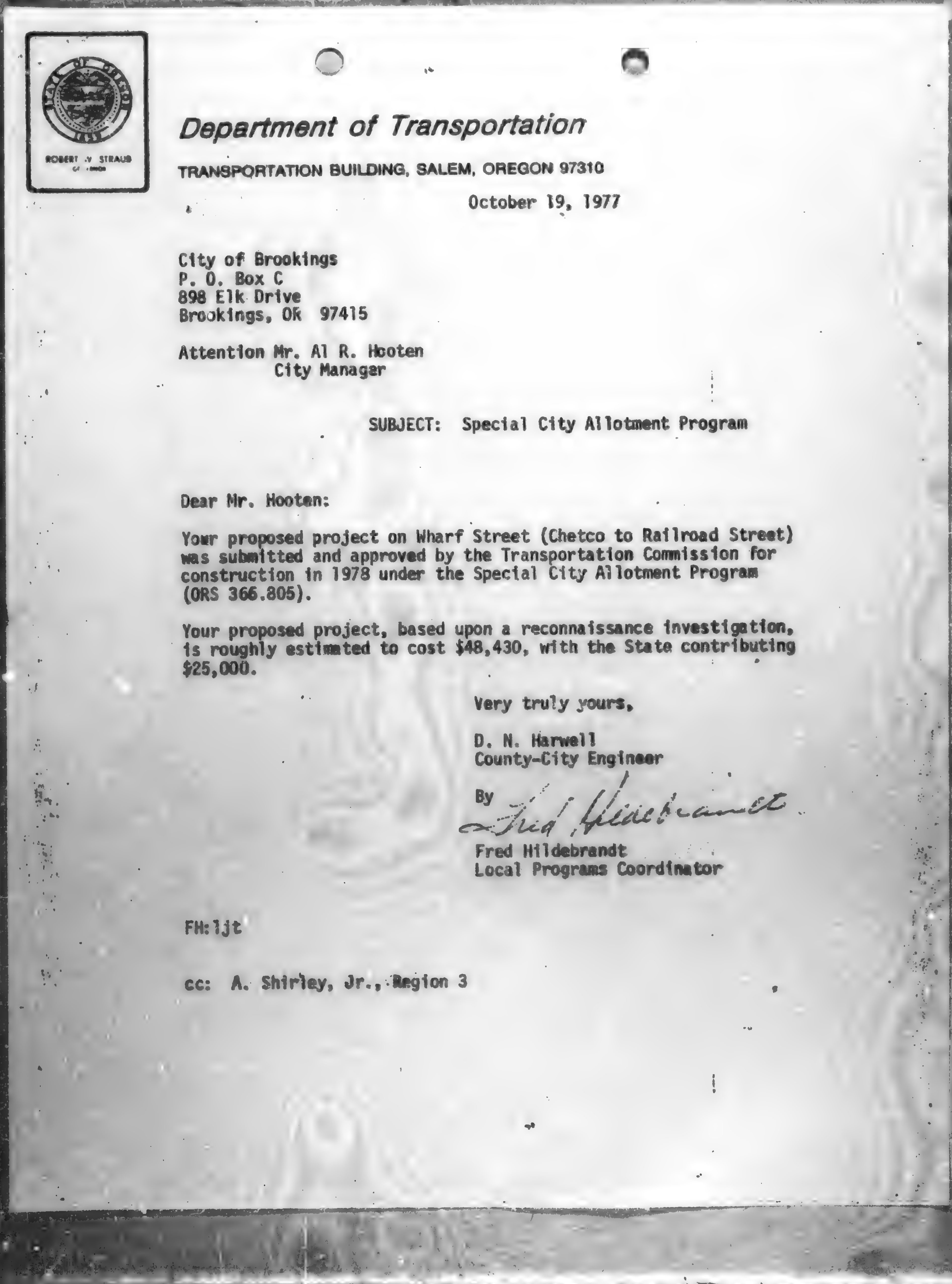
I hope this will help you in this project.

Very truly yours,

Al R. Hooten, City Manager

ARH:cc

cc: Mayor Kerr
Rance Eagleton, Postmaster



ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 19, 1977

City of Brookings
P. O. Box C
898 Elk Drive
Brookings, OR 97415

Attention Mr. Al R. Hooten
City Manager

SUBJECT: Special City Allotment Program

Dear Mr. Hooten:

Your proposed project on Wharf Street (Chetco to Railroad Street) was submitted and approved by the Transportation Commission for construction in 1978 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $48,430, with the State contributing $25,000.

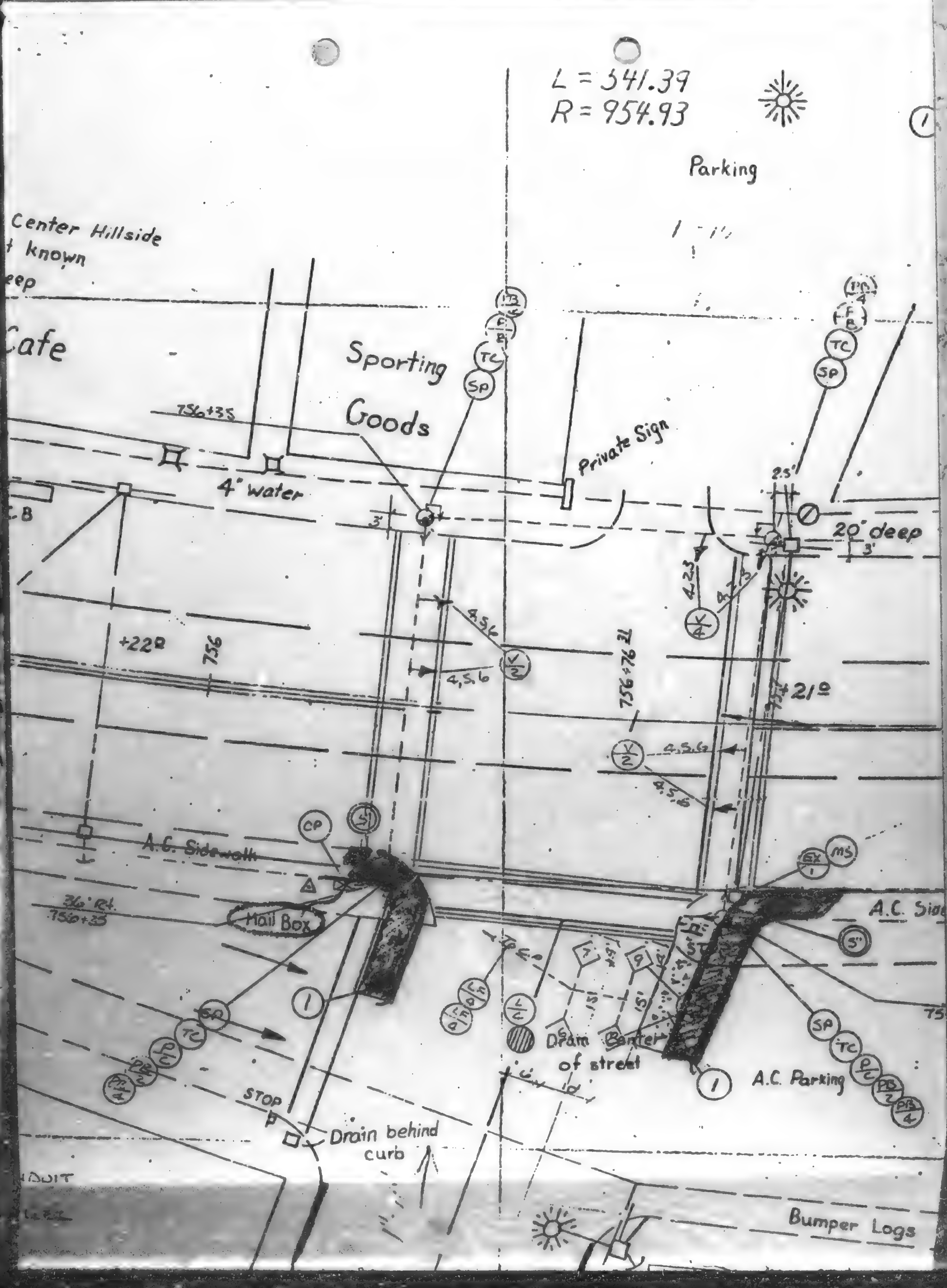
Very truly yours,

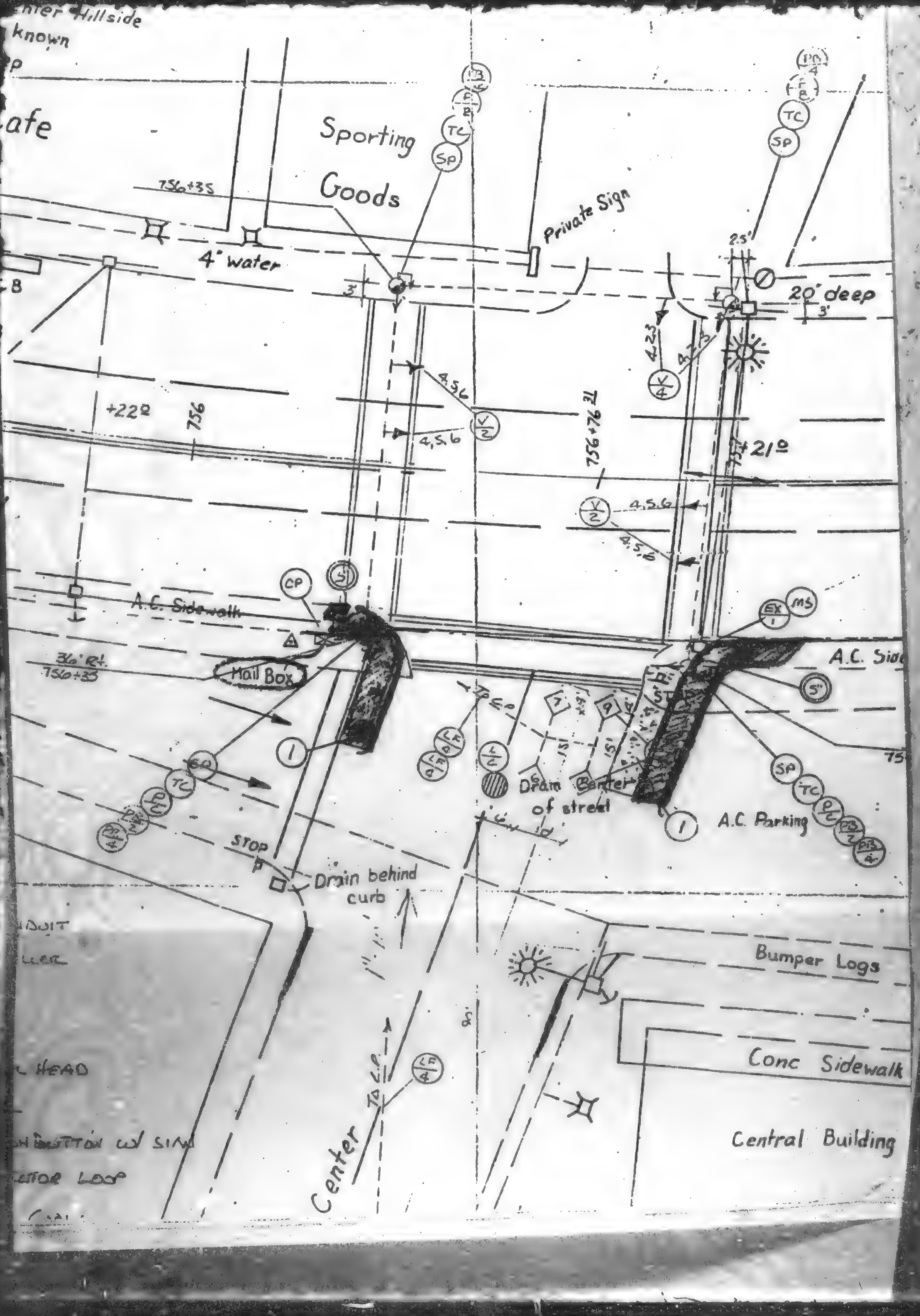
D. N. Harwell
County-City Engineer

By Fred Hildebrandt
Fred Hildebrandt
Local Programs Coordinator

FH:ljt

cc: A. Shirley, Jr., Region 3


L = 541.39
R = 954.93
1
Parking
Center Hillside
known
eep
Cafe
Sporting
Goods
PB
4
F
B
TC
SP
756+35
4" water
C.B
Private Sign
2.5'
3'
20' deep
3'
4.23
4.23
V
4
4.5.6
V
2
4.5.6
+22º
756
756+76.21
+21º
V
2
4.5.6
4.5.6
CP
S1
A.C. Sidewalk
EX
1
MS
A.C. Side
36' Rt.
756+35
Mail Box
5"
1
SP
TC
P
C
PB
2
PB
4
L
4
L
2
Drain
Center
of street
15'
15'
1
A.C. Parking
SP
TC
P
C
PB
2
PB
4
STOP
Drain behind
curb
CONDUIT
Bumper Logs


nter Hillside
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Sporting
Goods
756+35
4" water
Private Sign
2.5'
20' deep
3'
3'
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+22⁰
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4,5,6
4,5,6
V/2
756+76.21
+21⁰
4.2.3
V/4
V/2
4,5,6
4,5,6
CP
5'
A.C. Sidewalk
36' Rt.
756+35
Mail Box
1
EX/1
MS
A.C. Side
5"
SP
TC
L/C
Drain Center
of street
1
A.C. Parking
STOP
Drain behind
curb
DUIT
Bumper Logs
Conc Sidewalk
HEAD
Central Building
CTOR LOOP
Center
LF/4

8968

BRO 0001

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Brookings (Wharf St.) SCA

Date November 1, 1977

Highway City Street

Authorization No. 1

County Curry

Survey Prefix 308-1422 (Assigned by Salem office)

Description of termini, route, length, etc.:

From Chetco Avenue to Railroad Street.
Total Length: 635'

Purpose of survey: To prepare plans, specifications and estimates for grading, paving, curbs and sidewalks.
This is a S.C.A. project.

Estimate of cost:

Field	901	3,000
Plans	905	500
Soils	910	500
Utilities	914	200
Specifications	921	300

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $4,500

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval: Frank E. [illegible]

Location Engineer

Approved: E S Hunter

Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

SP*23606-734

STATE PE ☒ CONST ☒

[illegible] ☐ CONST ☐

8968

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3 672-6658 PRO 6
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE XXXXXXX

October 24, 1977

Mr. Al R. Hooten
City Manager
City of Brookings
City Hall
Brookings, OR 97415

Dear Mr. Hooten:

Attached are three bound copies of agreement no. 6334 pertaining to your special city allotment project on Wharf Street.

Please review this agreement and if found satisfactory arrange for council action authorizing the Mayor and Recorder to sign the document.

Return all three copies of the agreement plus a copy of the Counsil Resolution (sample attached) to this office for further processing.

For your information, this office has assigned Mr. Frank Morrison P.O. Box 716, Coquille, Oregon 97423, phone: 396-3707 as the project engineer. When an authority for survey is approved Mr. Morrison will be in contact with you to discuss details of the requested project.

By a copy of this letter I am asking Mr. John Grassman, Regional Design Engineer, to prepare an authority for survey based on rough estimates and other details available to this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
Encl.
cc: D.H. Moehring
Bill Brown
John Grassman
Frank Morrison

8968

CITY OF BROOKINGS
The Home of Winter Flowers

Phone (503) 469-2163
898 Elk Drive
P. O. Box 'C'
Brookings, Oregon 97415

September 22, 1977

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Attn: Mr. R.H. Prange
Local Projects Manager

Dear Sir,

I am in receipt of your latest letter assessing the cost of our improvement on Wharf Street (Chetco to Railroad) at $48,430 with the City share set at $23,430.

This letter is to inform you that the City of Brookings will establish an improvement district that together with other resources will meet our part of the project costs.

Thank you for your consideration!

Sincerely yours,

Al R. Hooten,
City Manager

ARH/b

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
SEP 23 1977
File: PM FA LG OP
TAA Hildebrandt

8968

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 16, 1977

City of Brookings
P.O. Box C
898 Elk Drive
Brookings, OR 97415

ATTN: Al R. Hooten
City Manager

RE: SPECIAL CITY ALLOTMENT PROGRAM

Dear Mr. Hooten:

Your project request for improvement on Warf Street (Chetco to Railroad) is now estimated to cost $48,430 with the City's cost being $23,430. If this estimated cost is within your financial means, please notify us by mail no later than September 23, 1977 so your project can be included in the recommended list to be presented to the Transportation Commission.

Very truly yours,

R. H. Prange
Local Projects Manager

FFH:lml

8968

Prelim Pr.
9-1-77 Sanford

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

City: BROOKINGS Date 7-14-77 Div. 3
Population: 1972: 2790 1977: 3240
Street: WARF STR. (Railroad to Chetco)

No. of Previous Projects 5
Last Project 1969 (Year)
Total SCA Funds $ 95,000
Funds/Capita $ 29.32
Average/Capita $ 17.97

EXISTING

Surface Now in Place: A. C. ____ Oil X Gravel ____ Concrete ____
Surface Width: 25 Ft.
Shoulder-to-Shoulder Width: ____ Ft.
Curb-to-Curb Width: ____ Ft.
Right-of-Way Width: 60 Ft.
Remarks:

PROPOSED

Surfacing: A. C. X Oil ____ Other ____
Pavement Width: ____ Ft. Shoulder Width: ____ Ft. C-C Width: 44 Ft.
BASE DESIGN: A. C.: 3 in. Leveling: ____ in. Base: 9 in.
Lime T.S.G.: ____ Blanket: ____ P.M.B.B.: ____ in.
Length: 0.12 Mile, 635 Ft. Type Curb: Monolithic
Remarks: SIDEWALK - 5 FT.

ESTIMATE

	Unit	Gross*	Price	Amount
MOBILIZATION	ALL 8%	$ 100%	$	$ 2735 50
TEMP. PROT. & DIRECT TRAFFIC	ALL 3%			1025
GENERAL EXCAVATION	LUMP SUM	1200 cy	5.00	6000 50
1"-0 AGGR. BASE ~~8"~~ DEEP 9" 7.35	SQ. YD.	3370	2.35	8389
CEMENT TREATED SUBGRADE	CU. YD.			
CEMENT IN TREATMENT	TON			
CLASS "C" AC 3" DEEP 23.00	SQ. YD.	3410	4.20	14,322 -
CONCRETE INLETS	EACH			
CONCRETE CURBS 130.00	LIN. FT.	1100	4.00	4400
CONCRETE WALKS	SQ. ~~FT.~~ Yd	670	16.00	1072 -
CONCRETE DRIVEWAYS	SQ. FT.			
____ INCH DEWER PIPE	LIN. FT.			
____ INCH CULVERT PIPE	LIN. FT.			
ADJUST MANHOLES	EACH		TOTAL	$ 37,944 -

PROJECT MANAGEMENT

PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐ "A"

SEP 2 1977

File: PM FA
LG OP
TAA ____

Permanent Signing ($100 per intersection)	
Flagging 110 hrs @ 17.00	1870
TOTAL	$ 39,814 -
Engineering and Contingencies (20%)	7966 -
TOTAL	$ 47,780
City's Estimated Share of Survey	$ 650
TOTAL ESTIMATED COST	$ 48,430

*items include 10% allowance.

4968

STATE OF OREGO

INTEROF E MEMO

TO: MEMO TO THE FILES

DATE: July 14, 1977

F. Hildebrandt

FROM: Fred Hildebrandt
Project Coordinator

SUBJECT: City of Brookings
Wharf Street

This is a downtown city street. The pavement is not in too bad shape. I believe the main intention is to curb and sidewalk this area. This street services a business area, the volkswagon dealership, parking lot. There is a pipe outfit on the far end plus Consolidated Freight and a concrete ~~company~~ company. Also a beauty solon. I contacted Al Hooton, City Administrator, who in turn contacted the Public Works Director and the City consulting engineer. The four of us went out over Easy Street where they asked some suggestions as to how they should go about easing a bad situation on this street. I told them to contact Glenn Clark and attempt to get some monies on possibly the off-system when it was opened up again or they could talk to him to see if there was any Title II money that could help a high-hazard street like this.

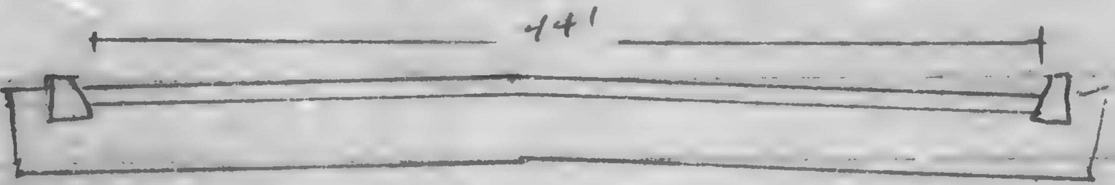
We then went down onto Wharf Street and discussed the possibilities of what type of construction should be done on this, there being a parking area on either side which people use as a through street to get from one area to another. It was decided that this part could be cut down making approaches to these parking areas a little more difficult than a straight shot through. Also, the street area drops off at a sharp angle where these parking areas join, where a low-boy had been hung up for several hours one day. They would prefer the state to administer the project.

I told them this would be a $50,000 to $60,000 project and they didn't seem to think that would be any problem. I would class this project as a 1.

FH:ljt

cc: Glenn Clark, Reg. 3.

81-125-1387



GRADING

$\frac{635 \times 46 \times 1.0}{27} \times 1.10 =$ 1190 Cu yd

Surfacing

$\frac{635 \times 46}{9} \times 1.10 =$ 3570 Sq yd.

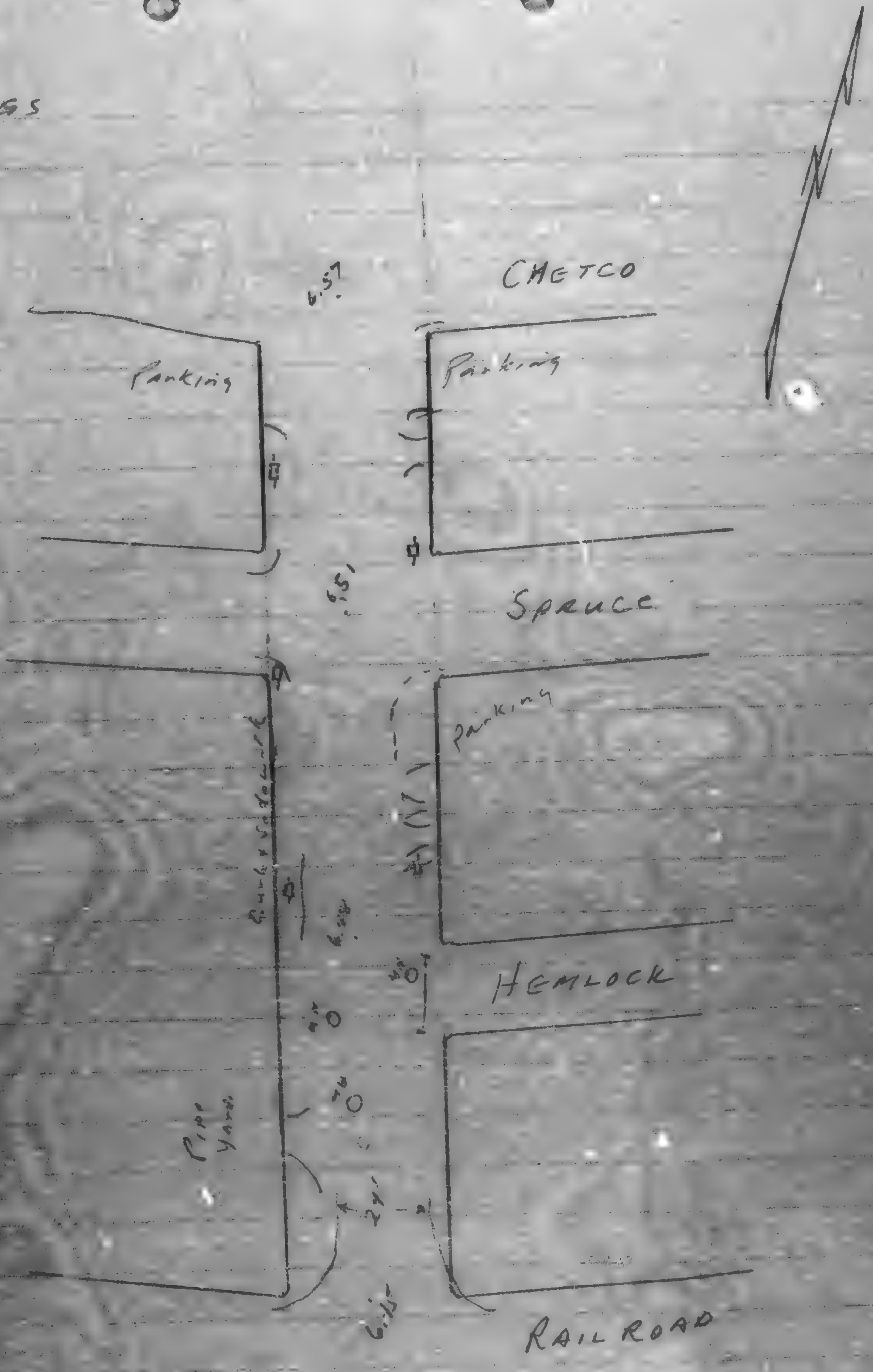
Paving

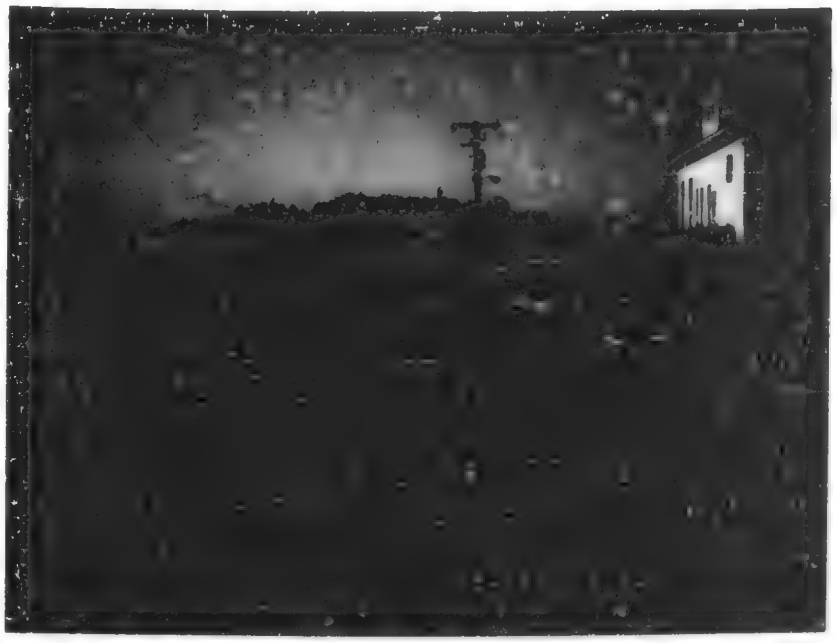
$\frac{635 \times 44}{9} \times 1.10 =$ 3410 Sq yd.

Curbs - 550 x 2 = 1100 Lin ft

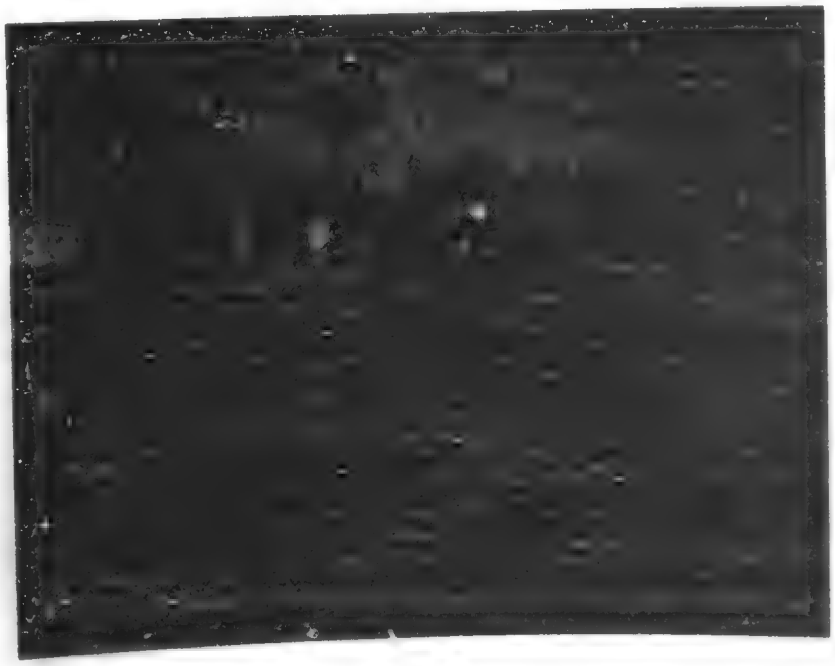
walks - $\frac{1100 \times 5}{9} \times 1.10 =$ 672 Sq yd.

BROOKINGS
WHARF

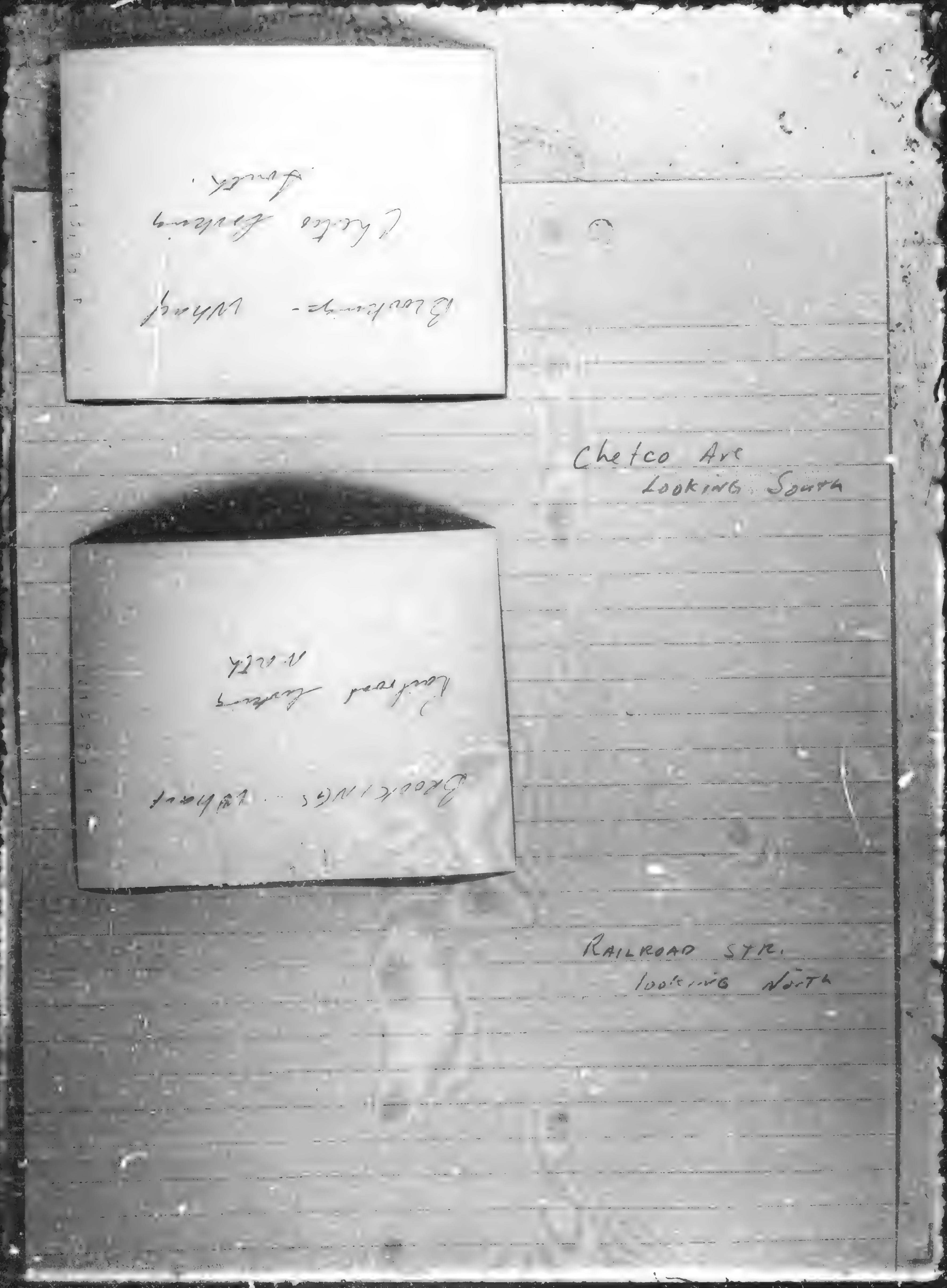

6.57
CHETCO
Parking
Parking
6.51
SPRUCE
Parking
Curb & sidewalk
6.38
HEMLOCK
Pipe Yard
24'
6.35
RAILROAD



CHURCH
[illegible]



RAILROAD STR.
LOOKING NORTH



Brookings - Wharf

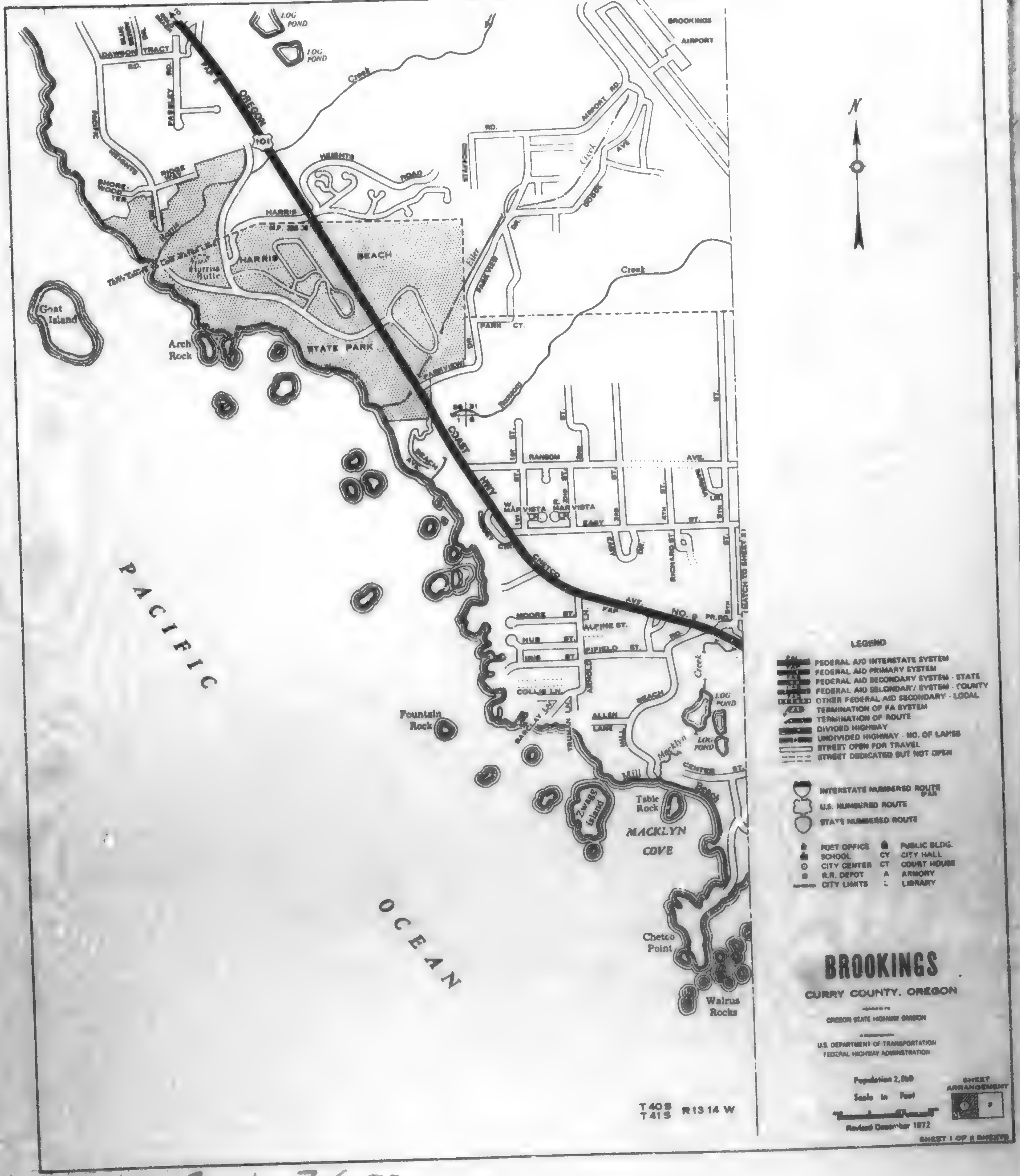
Chetco Looking South.

Chetco Ave
Looking South

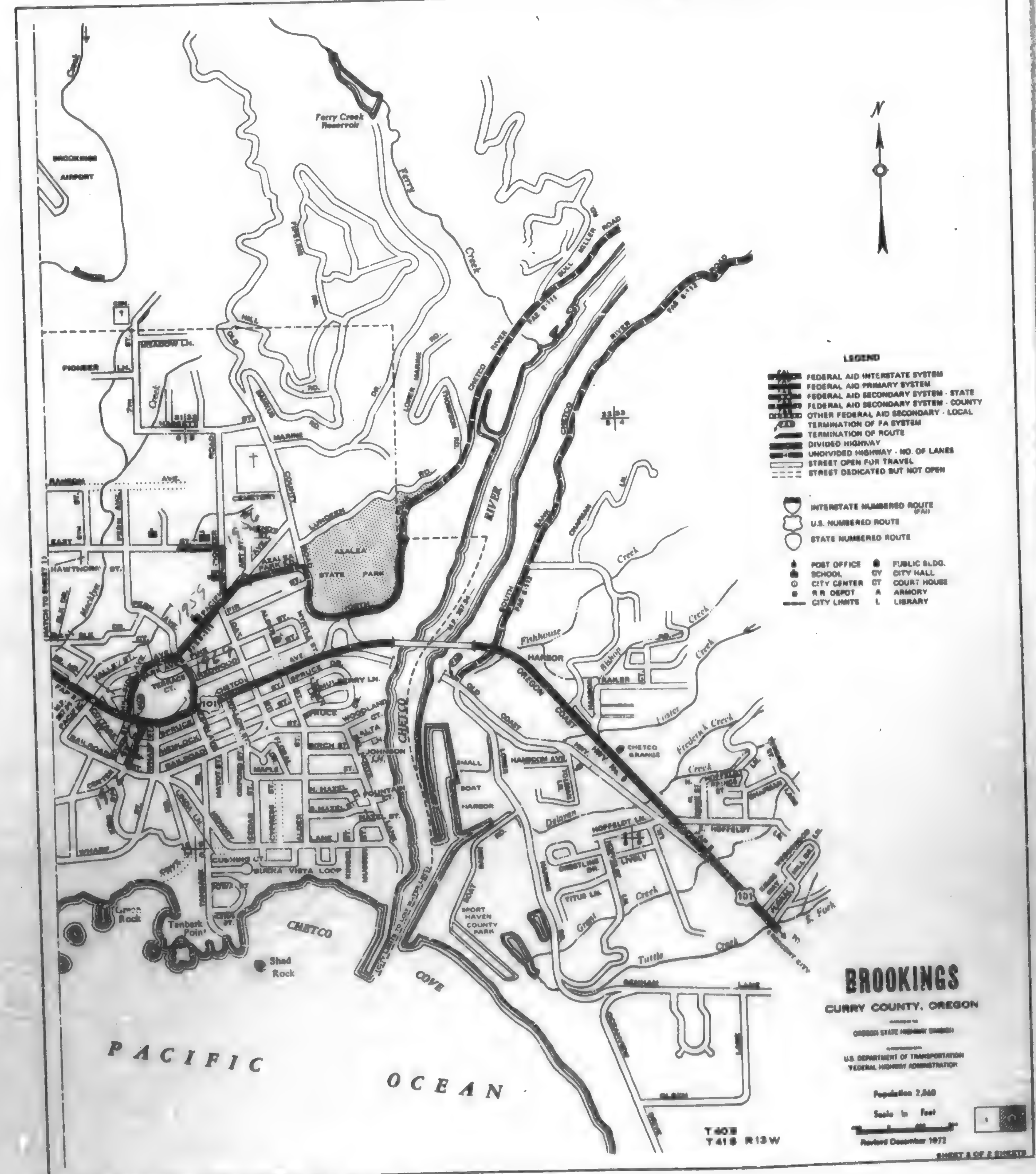
Brookings . Wharf

Railroad Looking North

Railroad Str.
looking North


BROOKINGS AIRPORT
LOG POND
LOG POND
DAWSON TRACT RD.
OREGON
101
COAST HWY
CHETCO AVE
HARRIS BEACH STATE PARK
Harris Butte
Goat Island
Arch Rock
PACIFIC
OCEAN
Fountain Rock
Goat Island
Table Rock
MACKLYN COVE
Chetco Point
Walrus Rocks
Creek
RANSOM AVE.
MOORE ST.
ALPINE ST.
FIFIELD ST.
CENTER ST.
MATCH TO SHEET 2
T 40 S
T 41 S
R 13 14 W
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM · STATE
FEDERAL AID SECONDARY SYSTEM · COUNTY
OTHER FEDERAL AID SECONDARY · LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY · NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
BROOKINGS
CURRY COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 2,8?0
Scale in Feet
Revised December 1972
SHEET ARRANGEMENT
SHEET 1 OF 2 SHEETS

County Roads 7-6-77
Previous Projects


N
Ferry Creek Reservoir
Ferry Creek
BROOKINGS AIRPORT
PIONEER LN.
DRABOW LN.
RANSOM AVE.
HAWTHORNE ST.
OLD COUNTY RD.
MARINE DR.
LOWER MARINE RD.
CEMETERY
LUNDEEN
AZALEA STATE PARK
CHETCO RIVER ROAD
SOUTH BANK CHETCO RIVER ROAD
BULL BILLER ROAD
CHAPMAN LN.
Fishhouse Creek
HARBOR
OREGON COAST HWY.
CHETCO GRANGE
HARBOR TRAILER
BISHOP
Frederick Creek
HOFFELDT LN.
CRESTLINE DR.
TITUS LN.
Tuttle Creek
DENHAM LANE
OLSEN
LOWER HARBOR RD.
SPORT HAVEN COUNTY PARK
SMALL BOAT HARBOR
CHETCO
SPRUCE
WOODLAND
REDWOOD
TERRACE CT.
PACIFIC
RAILROAD
CENTER
WHARF
HEMLOCK
ALDER
MAPLE
BIRCH ST.
JOHNSON LN.
N. HAZEL
S. HAZEL
FOUNTAIN
LANE
CUSHING CT.
BUENA VISTA LOOP
MOUNTAIN
101
1959
Green Rock
Tanbark Point
Shad Rock
CHETCO COVE
PACIFIC OCEAN
T40S
T41S R13W
E. Fork

LEGEND

FAI	FEDERAL AID INTERSTATE SYSTEM
	FEDERAL AID PRIMARY SYSTEM
	FEDERAL AID SECONDARY SYSTEM - STATE
	FEDERAL AID SECONDARY SYSTEM - COUNTY
	OTHER FEDERAL AID SECONDARY - LOCAL
	TERMINATION OF FA SYSTEM
	TERMINATION OF ROUTE
	DIVIDED HIGHWAY
	UNDIVIDED HIGHWAY - NO. OF LANES
	STREET OPEN FOR TRAVEL
	STREET DEDICATED BUT NOT OPEN
	INTERSTATE NUMBERED ROUTE (FAI)
	U.S. NUMBERED ROUTE
	STATE NUMBERED ROUTE

▲	POST OFFICE	■	PUBLIC BLDG.
▲	SCHOOL	CY	CITY HALL
⊙	CITY CENTER	CT	COURT HOUSE
●	R R DEPOT	A	ARMORY
━	CITY LIMITS	L	LIBRARY

BROOKINGS

CURRY COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 2,860

Scale in Feet

Revised December 1972

SHEET 2 OF 2 SHEETS

County Roads 7-6-77
Previous Projects

8968

RESOLUTION OF THE COUNCIL
NO. 197

6-28-77

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the said Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state high system, within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Brookings is an incorporated city of the State of Oregon and has a population of 3240 as given by the latest official census; and

WHEREAS, the following steets of said city, Wharf Street between U. S. 101 (Chetco Avenue) and Railroad Street are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

4. That the City of Brookings does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Al R. Hooten as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 28th day of June, 1977.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

Robert F. Kerr
Mayor

ATTEST:

____
Recorder-Treasurer

8958

SCA

PROJECT DATA, CITY OF BROOKINGS Date June 21, 1977

To be financed by Special City Allotment Fund and necessary city funds.

Street name Wharf Street
(Locate project on attached map.)

Project length 570 Feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: 44' feet, width of shoulders: 8 feet

Curbed section; width curb to curb: 44' feet

Remarks See enclosed typical section #1

Surface now in place: Oil X Paving ___ Gravel ___

Present surface width: 25 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ___ No X

State to furnish right-of-way descriptions? Yes ___ No X

Give width of intersecting streets: Spruce 50', Alley 15', Hemlock 50'

Are intersecting streets curbed? Yes ___ No X

Remarks

CONCRETE CURBS:

Now in place? Yes ___ No X

Width between present curbs: -- feet

City to construct curbs? Yes ___ No X

To be constructed as part of project? Yes X No ___

Length of desired radius on curb returns: 10' feet

Does city desire special type of curbs? Yes X No ___

Explain: Monolithic curb and gutter bar to conform with the existing structure entering from the West.

SIDEWALKS

Are sidewalks now in place? Yes___ No X

Present sidewalks, Length: ______feet; Width: ______feet

Distance between present sidewalks: ______feet

Are sidewalks to be constructed as part of project? Yes X No___

Width of sidewalks to be constructed: 5 feet

Are sidewalks to be constructed only on one side of street? Yes___ No X

Are sidewalks to be constructed on both sides of street? Yes X No___

Give: Length to be constructed and On which side of street

Length to be constructed	On which side of street
570 feet	N.___ S.___ E. X W.___
570 feet	N.___ S.___ E.___ W. X

Should sidewalks be placed against curbs? Yes X No___

Is utility strip required? Yes X No___; Width: ______feet

Remarks A 3 foot utility strip would be left, which as commercial development occurs, could be paved giving an 8 foot total sidewalk width.

STORM SEWERS

Now in place? Yes X No___

If yes, are they adequate for increased flow? Yes X No___

Indicate depth of main lines from present surface: 6 feet

To be constructed by City? Yes___ No___

To be constructed as part of project? Yes___ No___

[Show location of outfall on city map.]

SANITARY SEWERS

Now in place? Yes X No___ [NOTE: City to adjust if required.]

If yes, indicate depth of sewers from present surface: 6 feet

Remarks Present sewer inadequate. City in process of improving sewer system. See enclosure.

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No X

Remarks ______

GENERAL INFORMATION:

Are city finances available? Yes ___ No X (See Note*)

When available? Date ______

*Front footage costs will be assessed to benefitting properties which will be the City's share in the project.

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material:

Between 6th & Fern Avenue on Ransom Avenue.

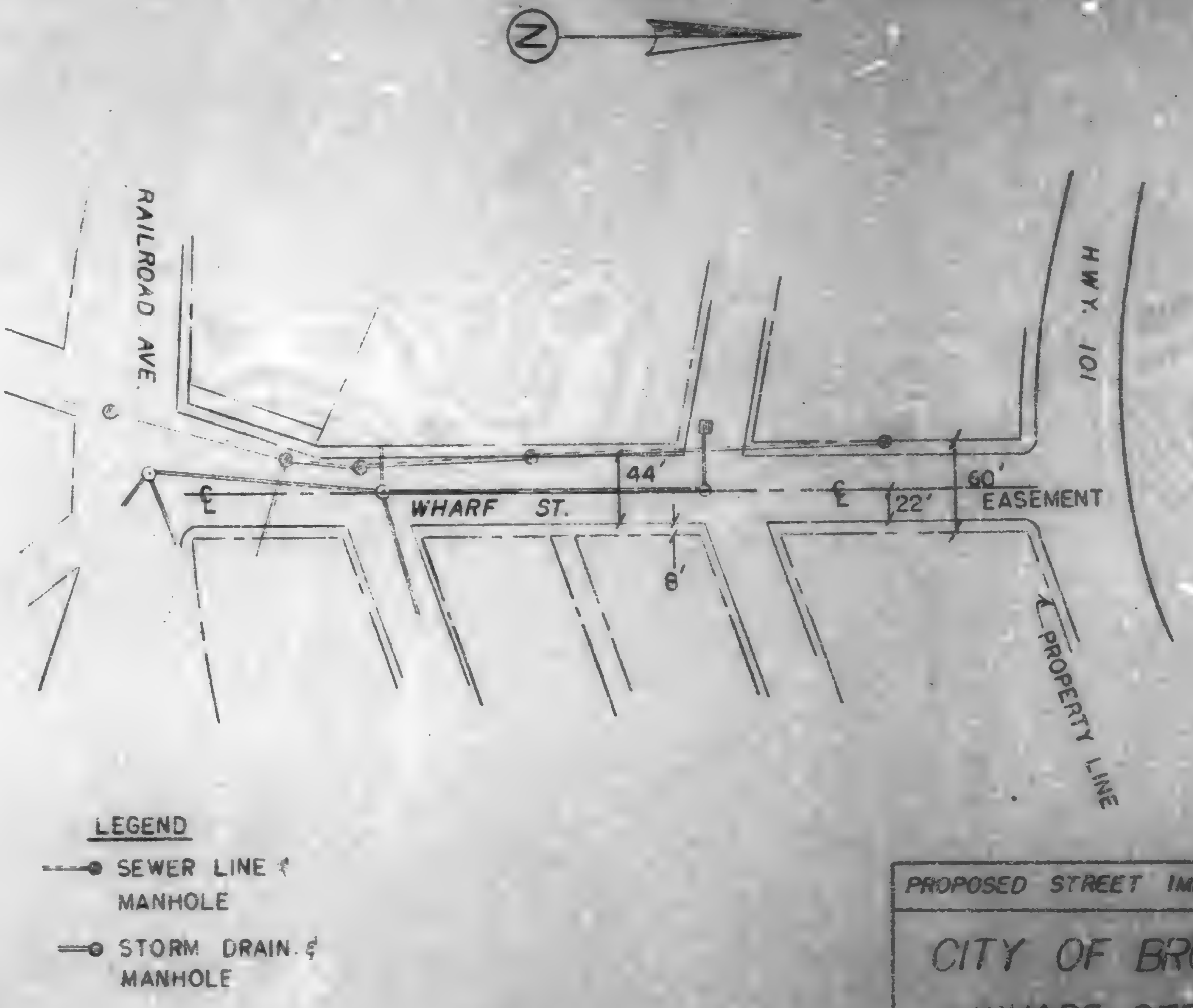
See enclosed map.

General remarks: This street segment is used heavily by the industries located in the area and the residents accessing to the City Center

By Robert L. Kerr
Mayor

By ______
City Recorder or City Manager

By ______
City Engineer

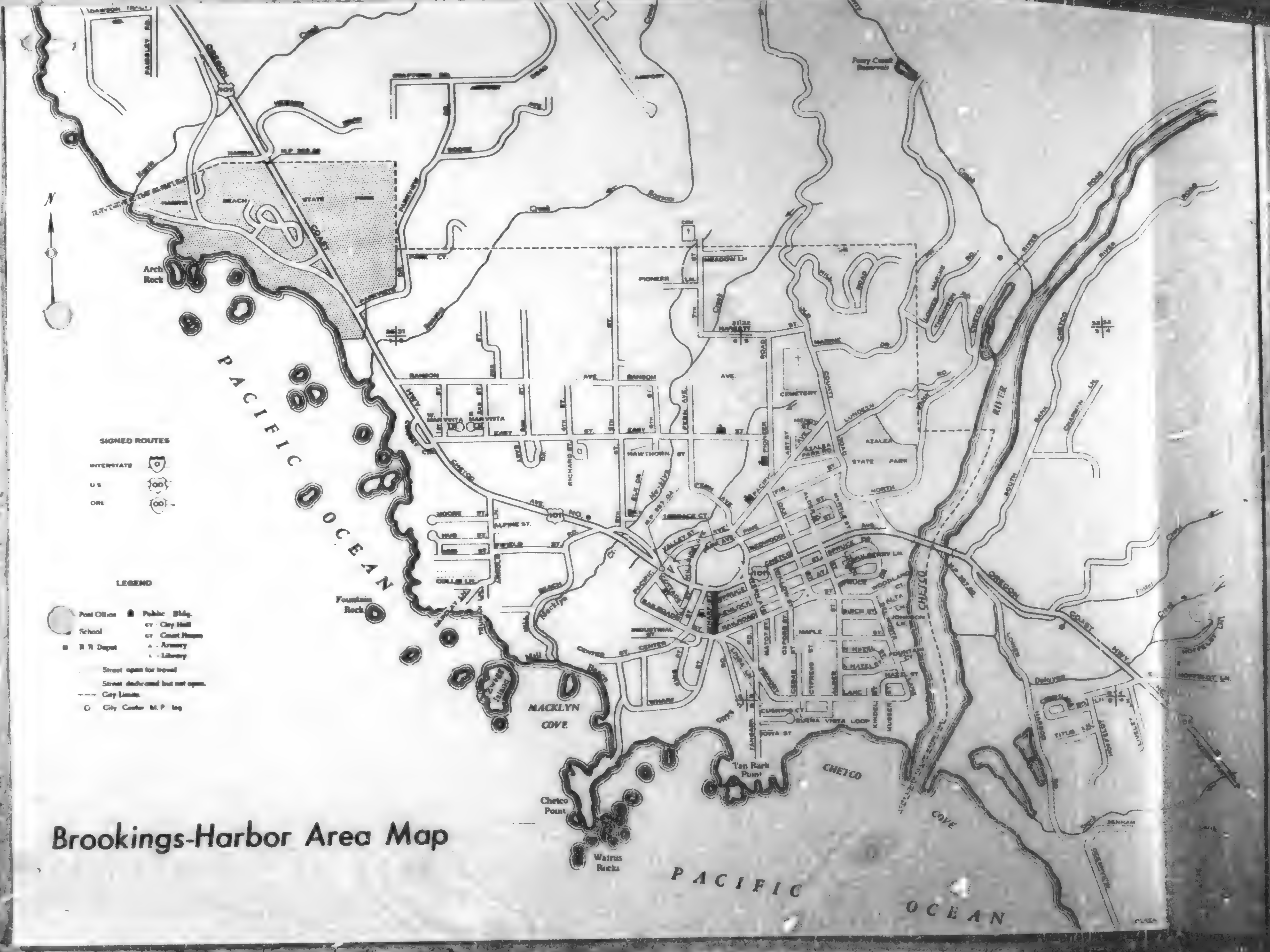

N
RAILROAD AVE.
HWY. 101
WHARF ST.
℄
℄
44'
22'
60'
EASEMENT
8'
℄ PROPERTY LINE
LEGEND
SEWER LINE ℄ MANHOLE
STORM DRAIN ℄ MANHOLE

PROPOSED STREET IMPROVEMENT

CITY OF BROOKINGS

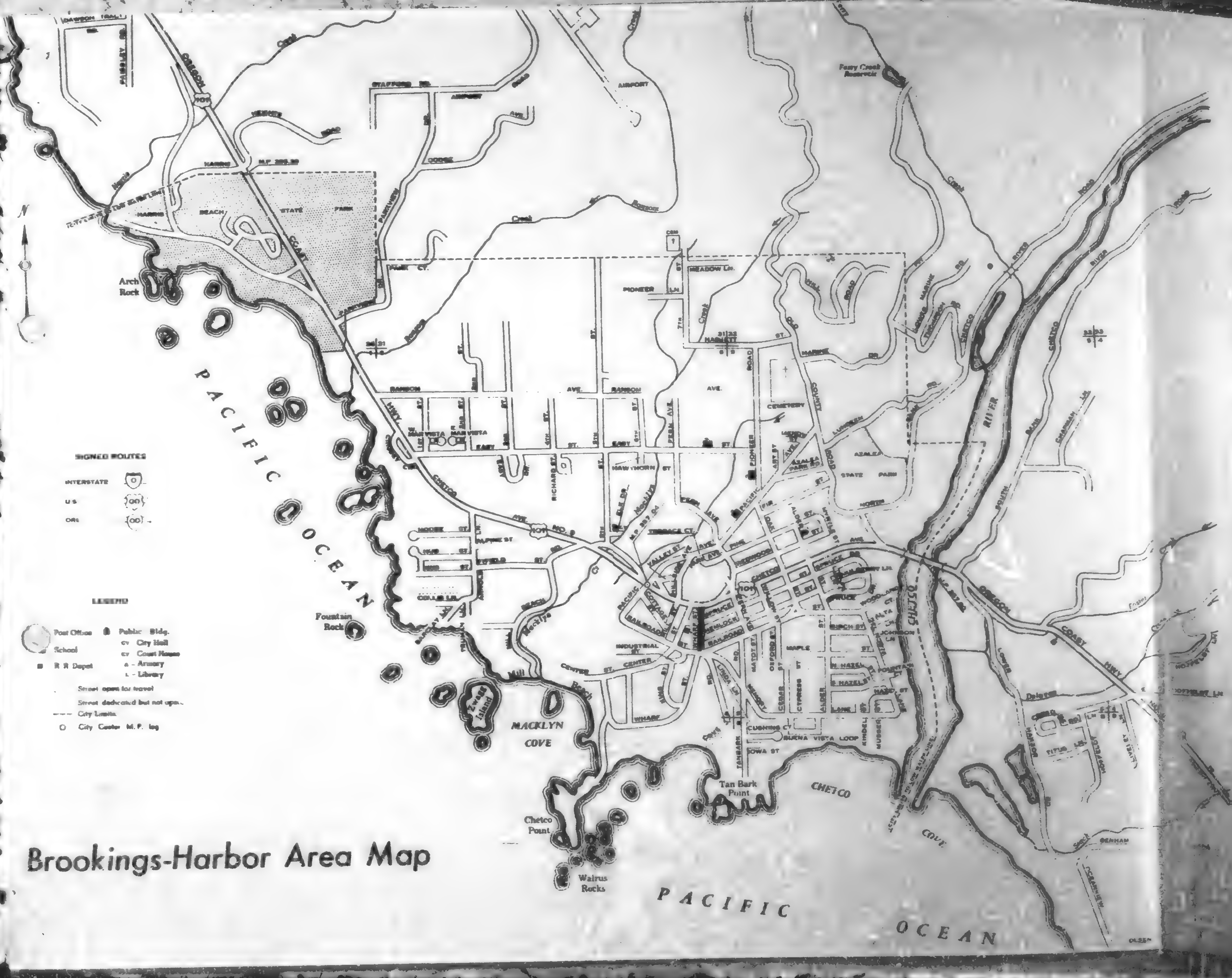
WHARF STREET

DRN. BY: B.S. JAMES	SCALE: 1" = 100'	PAGE 2 OF 2



N
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
Public Bldg.
School
CY - City Hall
CT - Court House
R. R. Depot
A - Armory
L - Library
Street open for travel
Street dedicated but not open.
City Limits
City Center M. P. leg
PACIFIC OCEAN
Arch Rock
Fountain Rock
Goat Island
MACKLYN COVE
Chetco Point
Walrus Rocks
Tan Bark Point
CHETCO
COVE
HARRIS BEACH STATE PARK
COAST HWY.
OREGON
CHETCO AVE.
101
RANSOM AVE.
EASY ST.
HAWTHORN ST.
RICHARD ST.
FERN AVE.
PIONEER RD.
PIONEER LN.
MEADOW LN.
MARINE DR.
CEMETERY
AZALEA PARK RD.
AZALEA STATE PARK
NORTH BANK CHETCO RIVER ROAD
SOUTH BANK CHETCO RIVER ROAD
CHAPMAN LN.
LUNDEEN RD.
CHETCO RIVER
MOORE ST.
ALPINE ST.
PACIFIC AVE.
VALLEY ST.
TERRACE CT.
PINE ST.
REDWOOD ST.
SPRUCE ST.
WHARF ST.
RAILROAD ST.
HEMLOCK ST.
MATOT ST.
OXFORD ST.
CEDAR ST.
CYPRESS ST.
MAPLE ST.
ALDER ST.
BIRCH ST.
WOODLAND
JOHNSON LN.
HAZEL ST.
BUENA VISTA LOOP
CUSHING CT.
IOWA ST.
TANBARK
KINDELL
MUSSER
INDUSTRIAL ST.
CENTER ST.
MILL BEACH
MACKLYN
COLLIS LN.
FIFIELD ST.
HOFFELDT LN.
TITUS LN.
LIVELEY
DENHAM
Ferry Creek Reservoir
Creek
AIRPORT
DAWSON
PARKVIEW
PARK CT.
HASSETT
Rainbow

Brookings-Harbor Area Map


SIGNED ROUTES
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Post Office
School
R R Depot
Public Bldg.
CY City Hall
CY Court House
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Street open for travel
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Fountain Rock
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Tan Bark Point
CHETCO COVE
CHETCO RIVER
HARRIS BEACH STATE PARK
AZALEA STATE PARK
Fourth Creek Reservoir
OREGON COAST HWY
CHETCO AVE
RANSOM AVE
PENN AVE
RICHARD ST
HAWTHORN ST
PACIFIC
PIONEER RD
CEMETERY
WHARF ST
RAILROAD
INDUSTRIAL ST
CENTER ST
TANBARK RD
IOWA ST
CUSHING
BUENA VISTA LOOP
KINDEL
MUSSER
CEDAR
CYPRESS ST
ALDER
OXFORD ST
MATOT ST
MAPLE
BIRCH ST
HAZEL
LANE
SPRUCE
HEMLOCK
VALLEY ST
TERRACE CT
FIR
LUNDEEN
NORTH BANK
SOUTH BANK CHETCO RIVER ROAD
NORTH BANK CHETCO RIVER ROAD
CHAPMAN LN
BENHAM
HOPFELDT LN
LIVELEY ST
TITUS LN
DAWSON TRAIL
PAISLEY RD
STAFFORD RD
AIRPORT
PARKVIEW
MEADOW LN
PIONEER LN
HARBOR HILL ROAD
OLD MARINE DR
LOWER HARBOR RD
MOORE ST
COLLIS LN
MACKLYN
Mill Beach
Creek
RIVER
CHETCO

Brookings-Harbor Area Map

1979 Port Drive (Depoe 8969
Bay) Section
(Paving)

C&A 6412
6-20-78
C&A 9788
6-15-78

PE 80¢ AD 465 CC 1597

Field info. in 1/5/79

Note! Returned $1466 fed Funds to Depoe Bay - making a total of $64,500 Federal Funds
8-25-81

City gets $980/month from gas tax - Paid quarterly

8969

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

DATE: April 20, 1983

TO: Robert N. Bothman
Assistant State Highway Engineer

FROM: Gary A. Potter, Manager
Program Section

Gary

SUBJECT: Project Financing
Port Drive Section
City of Depoe Bay
Project #SOS-2101(1)
Contract #8969

The Highway Division awarded a contract on this Safer Off-System road project in July 1979. The funding is a combination of Federal and City money (no State funds).

The cost of the project overran and increased the City's share by $3,868.14. The City is pleading poverty and is requesting that they be permitted to reimburse the State by time payments. These payments are to be made after July 1 each year over the next 4 years--$1,000.00 a year for the next 3 years and the remaining $868.14 the 4th year.

We feel this is reasonable and request your approval.

HR:pf

APPROVED BY:
ROBERT N. BOTHMAN
ASSISTANT STATE HIGHWAY ENGINEER

PROGRAM SECTION
MANAGER — PROJECT UNIT ✓
APR 28 1983
MAIL ASSIST. — PROGRAM UNIT
REFER TO Reynoldson
FOR

pls. inform Region, City fathers, Skoog?

RECEIVED
ASST STATE HWY ENGR
APR 21 '83
REFER TO
Potter
FOR

cy 4-28

c.c. Phil Stearns
Vern Skoog

81-125-1387

8969

CITY of DEPOE BAY

Post Office Box 8 -:- Depoe Bay, Oregon 97341 -:- (503) 765-2361

April 11, 1983

Phillip O. Stearns
State of Oregon
Department of Transportation
Highway Division
Region 2
2960 E. State Street
Salem, Oregon 97310

Re: Depoe Bay Port Drive Paving Project - Adjusted Balance $3,868.14

Dear Mr. Stearns:

After reviewing the City is prepared at this time to pay on or about July 1st of each year, one thousand dollars ($1,000.00) for the next three years and eight hundred sixty eight dollars and fourteen cents ($868.14) the fourth year. This would pay off in full the amount due the State.

If this is an acceptable arrangement, please acknowledge by letter.

Sincerely,

Robert Jackson, Mayor
City of Depoe Bay

RJ/kw

8969.

321-1007

March 9, 1983

Robert Jackson, Mayor
PO Box 8
Depoe Bay, OR 97341

Re: Depoe Bay Port Drive Paving Project

Dear Mayor Jackson:

Your letter of January 10, 1983, requesting relief from charges in the amount of $4,025.28 on the subject project was submitted through channels for consideration.

Highway Division officials have examined the charges and by law can only transfer $157.14 for conference and training course costs. This will be done.

I would like to reiterate that the Highway Division is willing to allow the City to reimburse them for the remaining costs over a period of time.

Sincerely,

Phillip O. Stearns
REGION 2 FEDERAL AID SPECIALIST

POS/rgb

cc: D. E. Swan

8969

HIGHWAY DIVISION

February 9, 1983

Phil Stearns
Region 2 Federal Aid Specialist

D. E. Swan
Acting Program Section Manager

State Costs
Port Drive Section
City of Depoe Bay
Project #SOS-2101(1)

Following is a suggested draft for reply to the City of Depoe Bay concerning state costs.

> "In your letter you asked that the state assume some or all of the costs for this project.
>
> We have examined these charges and by law we can only transfer $157.14 for conference and training course costs, which we will do.
>
> I would like to suggest that the City consider making arrangements for time payments to cover the remaining costs".

HR:DES:pf

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: D. E. Swan
Acting Program Section Manager

DATE: January 19, 1983

FROM: Phillip O. Stearns
Region 2 Federal Aid Specialist

SUBJECT: Port Drive Section
City of Depoe Bay
SOS-2101(1)

Attached is a letter from the City of Depoe Bay asking for relief from the final billing for subject project.

A review of the contract costs does not indicate exorbitant charges. The function 950 amount of $157.14 should be transferred to another prefix and not charged to a local agency project. The $666.30 charged to function 904 as non-participating was a result of engineering being over 15 percent of the contract items. It is very difficult to keep engineering costs down on a small project, particularly when both the consultant and the State are charging to the prefix.

Considering the contract items are roughly $56,000, preliminary engineering amounted to approximately 18 percent of the cost. I find no fault with the P.E. charges made by the consultant or the State; but for a small project, the costs are high.

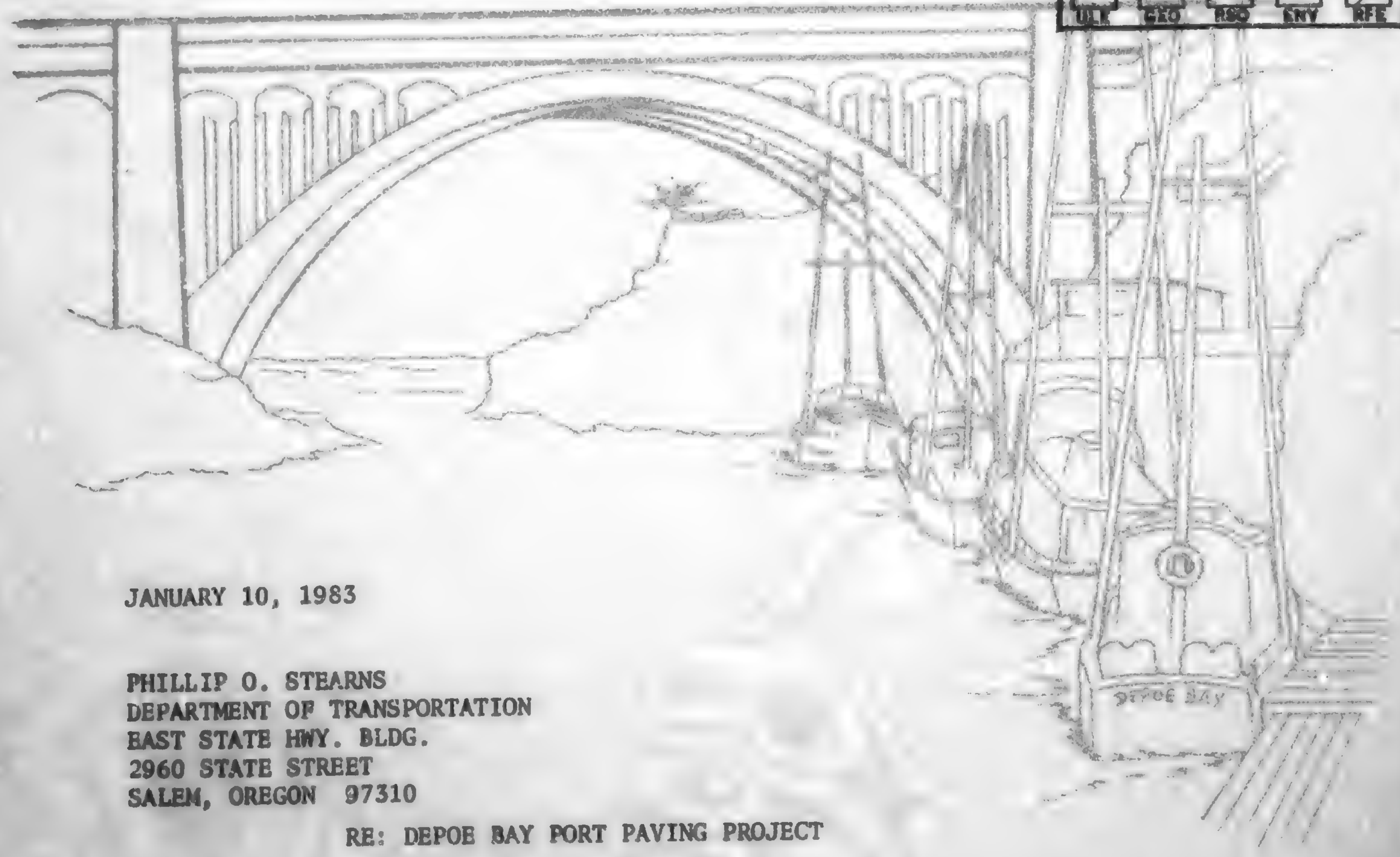
Please review the City's request and forward it through channels. Region can only recommend favorable consideration for State to assume some of the engineering overrun charges.

POS/dlc
Attachment

Contains Recycled Materials

CITY of DEPOE BAY
Post Office Box 8 -:- Depoe Bay, Oregon 97341 -:- (503) 765-2361

REGION 2 ENGINEER
RECEIVED
JAN 11 1983
☐ RLE ☐ RBE
[✓ RE] [✓ RCE] [✓ RMS] ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☑ RFE



JANUARY 10, 1983

PHILLIP O. STEARNS
DEPARTMENT OF TRANSPORTATION
EAST STATE HWY. BLDG.
2960 STATE STREET
SALEM, OREGON 97310

RE: DEPOE BAY PORT PAVING PROJECT

DEAR MR. STEARNS:

I WOULD LIKE TO BEGIN BY SAYING "THANK YOU" FOR COMING OVER LAST MONDAY TO EXPLAIN THE CHARGES THAT ARE INCLUDED IN THE $4,025.28 BILL THAT WAS SUBMITTED TO US FROM THE STATE HIGHWAY DIVISION.

WE RECEIVED THE ABOVE MENTIONED BILL ON SEPTEMBER 20, 1982 FOR A JOB THAT WAS COMPLETED ON FEBRUARY 4, 1980 WHICH IS A TWO AND A HALF YEARS DELAY IN BILLING.

A PRIVATE CONSULTANT WAS HIRED BY THE CITY TO WORK ALONG WITH THE STATE ON THIS PROJECT. IF THE CITY HAD BEEN INFORMED THAT THERE WAS A PROBLEM WITH OUR CONSULTANT AT THE TIME, POSSIBLY WE COULD HAVE CORRECTED IT THEN.

THE CITY OF DEPOE BAY IS THE ONLY CITY IN LINCOLN COUNTY THAT DOESN'T OPERATE ON A TAX BASE WHICH IS VERY RESTRICTIVE ON FUNDING AS YOU CAN WELL IMAGINE. WE WOULD BE IN VIOLATION OF OUR CITY CHARTER IF WE ASSUME ANY INDEBTEDNESS. THE CITY IS NOT BUDGETED FOR THIS CHARGE NOR DO WE HAVE THE NECESSARY FUNDS TO PAY FOR IT. EVEN A PORTION PAYMENT WOULD PROVE A HARDSHIP TO OUR SMALL COMMUNITY.

WE WOULD APPRECIATE YOUR CONSIDERATION OF A DRASTIC REDUCTION OF THIS BILL OR ELIMINATING THIS CHARGE ENTIRELY.

SINCERELY,

Robert Jackson

ROBERT JACKSON, MAYOR
DEPOE BAY, OREGON

8969

P

November 29, 1982

Ms. Kate Wentworth
City Recorder
City of Depoe Bay
P.O. Box 8
Depoe Bay, Oregon 97341

Dear Ms. Wentworth:

SUBJECT: Port Drive Section
City of Depoe Bay
Project No. SOS-2101(1)

A copy of the audit report and the summary of the project costs of the Port Drive Section are enclosed. Hope these will be of assistance to you.

If there are other questions please contact us.

Very truly yours,

D. E. Swan, P.E.
Program Control Engineer

HH:pf
Attachment

cc: Phil Stearns, Region 2

12/1/82
Call from DocKen - Sent J.C.S. & Dott Jones audit

STATE OF OREGON
HIGHWAY DIVISION
External Audit - 378-2878

INTEROFFICE MEMO

FILE: ACC 5-4

TO: Vernon E. Skoog
Controller

DATE: February 22, 1982

FROM: Dettmar W. Jones D.W.J.
Staff Auditor

SUBJECT: Audit Report No. 218
Kraus & Dalke
City of Depoe Bay
Harbor Drive, C/E

I have completed an audit of the State's agreement with Kraus & Dalke (Consultant), FA Project SOS-2101(1). The agreement authorized $9,000. FHWA approved it as of August 17, 1978 and State accepted it on May 25, 1978. Total costs incurred were $10,927.68 during the project period of July 18, 1978 to June 20, 1981.

My examination was made in accordance with GAO Standards as implemented by OSHD audit policy. Accordingly the audit included such tests, observations and inquiries of the Consultant's records, procedures and internal controls as I considered necessary to provide assurance that financial operations were properly conducted, financial reports were presented fairly and the Consultant complied with applicable laws and regulations.

In my opinion the above conditions were generally adequate to assure a fair presentation of the claim, except as follows: Consultant incurred but did not bill State for $1,927.68 in excess of the authorized maximum.

Accordingly, in my opinion, audited costs of $9,000 were eligible for participating under terms of the agreement. I recommend a final payment to Consultant, as follows:

Authorized for C/E	$9,000.00
Prior payments to Consultant	8,100.00
Retent to be released	$ 900.00

Consultant has billed State for interest on his unpaid balance. He is entitled to an amount which will be computed by Contract Accounting.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

DWJ:cw

81-125-1387

Contains Recycled Materials

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	320	1089	296	00			2,165.14CR	81	81
			TOT	00					
** JOB TOTALS **					**	**	**		
								STATE	
PORTOR-DEPOE BAY	CONT NO 8969 * FA PROJ NOS SOS 2101001 100								
	321	1007	20'	00 P 1			55,657.16	80	82
	321	1007	29_	00 N 9		1,203.87	8,053.87	73	82
	321	1007	296	00 N 9		1,203.87CR	63,011.59CR	79	82
	321	1007	298	00 N 9			54,957.72	79	82
	321	1007	900	00 N 1	Resident Eng'r. (State)		804.03	82	82
	321	1007	904	00 P 1	{Consultant Charges		8,348.57	81	82
	321	1007	904	00 N 1			666.30	82	82
	321	1007	915	00 P 1	Audit		69.96	82	82
	321	1007	920	00 N 1	Project Management		32.98	82	82
	321	1007	940	00 N 1	Testing Lab.		210.44	82	82
	321	1007	944	00 N 1	Technical Services		39.75	82	82
	321	1007	945	00 N 1	Construction Office		990.92	82	82
	321	1007	948	00 N 1	Construction Office engineering		59.62	82	82
	321	1007	950	00 N 1	Conferences, training courses, etc.		157.14	82	82
			TOT	P1			64,075.69		
			TOT	N1			2,961.18		
** JOB TOTALS **					**	**	67,036.87 **		
								STATE	
NW NYE ST-ORE COAST HWY	CONT NO 9142 = FA PROJ NOS M 6885001 38 M 6890001 62								
	321	1009	201	00 P 1			65,094.33	80	82
	321	1009	201	00 P 2			84,361.11	80	82
	321	1009	203	00 P 1			7,050.00CR	81	82
	321	1009	206	00 N 1			48.85	82	82
	321	1009	206	00 N 2			79.69	82	82
	321	1009	270	01 P 1			133.87	81	82
	321	1009	270	01 P 2			158.63	81	82
	321	1009	295	00 N 9			5,425.00	82	82
	321	1009	296	00 N 9		6,945.16CR	145,549.47CR	80	82
	321	1009	298	00 N 9		6,945.36	140,124.47	80	82
	321	1009	900	00 P 1		[illegible]	5,675.46	80	82
	321	1009	900	00 P 2			8,960.72	80	82
	321	1009	900	00 N 1			1,085.85	80	81
	321	1009	900	00 N 2			1,77[illegible].69	80	81
	321	1009	911	00 P 1			65.95	81	82
	321	1009	911	00 P 2			107.63	81	82
	321	1009	920	00 P 1			73.21	80	80
	321	1009	920	00 P 2			119.40	80	80
	321	1009	940	00 P 1			71.22	81	81
	321	1009	940	00 P 2			116.20	81	81
	321	1009	941	00 P 1			1.13	81	81
	321	1009					1.87	81	81

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                   OCTOBER 1982        PAGE  235
                                                                               FISCAL          GRAND TOTAL      ACTIVE YRS
      DESCRIPTION                 PREFIX  FUNCTION SUB F  GR  CURRENT MONTH    YEAR TO DATE      TO DATE         BEG    END
                                   320     1089     296     00                                   2,165.14CR      81     81
                                                    TOT     00
                                               ** JOB TOTALS **              **              **              **

PORTDR-DEPOE BAY              CONT NO 8969 * FA PROJ NOS SOS 2101001 100                                        STATE
                                   321     1007     201     00 P 1                               56,657.16       80     82
                                   321     1007     295     00 N 9                 1,203.87       8,053.87       79     82
                                   321     1007     296     00 N 9                 1,203.87CR    63,011.59CR     79     82
                                   321     1007     298     00 N 9                               54,957.72       79     82
                                   321     1007     900     00 N 1  Resident Engineer               804.03       82     82
                                   321     1007     904     00 P 1 {Consultant                    8,348.57       81     82
                                   321     1007     904     00 N 1                                  666.30       82     82
                                   321     1007     915     00 P 1  Audit                            69.96       82     82
                                   321     1007     920     00 N 1  Project Management               32.98       82     82
                                   321     1007     940     00 N 1  Testing lab.                    210.44       82     82
                                   321     1007     944     00 N 1  Technical Services - change plans  39.75     82     82
                                   321     1007     945     00 N 1  Construction Section            990.92       82     82
                                   321     1007     948     00 N 1  General Construction Engr -      59.62       82     82
                                   321     1007     950     00 N 1  TRAINING COURSES, conferences, etc.  157.14  82     82
                                                    TOT     P1                                   64,075.69
                                                    TOT     N1                                    2,961.18
                                               ** JOB TOTALS **              **              **  67,036.87   **

NW NYE ST-ORE COAST HWY       CONT NO 9142 = FA PROJ NOS M   6885001  38 M   6890001  62                       STATE
                                   321     1009     201     00 P 1                               65,094.33       80     82
                                   321     1009     201     00 P 2                               84,361.11       80     82
                                   321     1009     203     00 P 1                                7,050.00CR     81     82
                                   321     1009     206     00 N 1                                   48.85       82     82
                                   321     1009     206     00 N 2                                   79.69       82     82
                                   321     1009     270     01 P 1                                  133.87       81     82
                                   321     1009     270     01 P 2                                  558.63       81     82
                                   321     1009     295     00 N 9                                5,425.00       82     82
                                   321     1009     296     00 N 9                 6,945.36CR   145,549.47CR     80     82
                                   321     1009     298     00 N 9                 6,945.36     140,124.47       80     82
                                   321     1009     900     00 P 1                    10.35       5,625.46       80     82
                                   321     1009     900     00 P 2                                8,960.72       80     82
                                   321     1009     900     00 N 1                                1,085.85       80     81
                                   321     1009     900     00 N 2                                1,771.69       80     81
                                   321     1009     911     00 P 1                                   65.95       81     82
                                   321     1009     911     00 P 2                                  107.63       81     82
                                   321     1009     920     00 P 1                                   73.21       80     80
                                   321     1009     920     00 P 2                                  119.40       80     80
                                   321     1009     940     00 P 1                                   71.22       81     81
                                   321     1009     940     00 P 2                                  116.20       81     81
                                   321     1009     941     00 P 1                                    1.13       81     81
                                   321     1009     941     00 P 2                                    1.87       81     81
                                   321     1009     944     00 P 1                                   78.20       82     82
```

8969 P

10-15-82 Rec'd a call from former councilman Paul Ellis (Home phone 765-2456; city hall 765-2361), concerning the $4,025.28 final billing for the Port Drive, in Depoe Bay, Project # SOS-2161(1). He asked the state to shave off some of the engineering costs. The final billing showed almost $2300 over the 15% FHWA participating limit. Most of this was state costs.

The problem was that the consultant used a bridge man to managed the project and the documentation of the placement for the rock and A.C. was not good. The state insepector shut the project down for a time when he found the contractor paving on mud. The state sent people to the site to make test holes to locate the placement of the rock and A.C.

State Resident was Chuck Elroy.

10-15-82 Buz says charges for engineering were legitimate so the city should pay.

10-22-82 Phil Stearns said he would set up a meeting with the city

8969

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER 135182

DATE 9/16/82

YOUR ORDER NUMBER

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

BILLING REQ. NUMBER CA 385

NEW

CODE DEPOEBA

CITY OF DEPOE BAY
CITY COUNCIL
CITY HALL
DEPOE BAY OR 97341

CREDIT DISTRIBUTION

324.02	4,025.28
321-1007-296-00-000	4,025.28
321-1007-295-00-000	(4,025.28)

DESCRIPTION	TOTAL PRICE
FINAL SETTLEMENT ON SOS-2101(1) PORT DRIVE	
TOTAL PROJECT COST	77,269.72
LESS: FEDERAL FUNDS	(63,734.44)
LESS: ADVANCE DEPOSIT	(9,510.00)
AMOUNT DUE	4,025.28

110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

HAROLD REYNOLDSON PH: 1-800-452-7813 EXT. 8-6011 FOR CORRECTNESS OF CHARGES

OR ______ PH: ______ PREPARER OF INVOICE

734-1329 (8-81)

10-22-82
Phil is going to talk to
to the city

HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE 9-13-82	PURCHASE ORDER NUMBER	☐ PARTIAL ☒ FINAL	PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER

BILL TO:

City of Depoe Bay
City Council
City Hall

Depoe Bay, Or 97341

CODE

CREDIT DISTRIBUTION

324.02	4,025.28
321-1007-296-00-000	4,025.28
321-1007-295-00-000	<4025.28>

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Settlement on SOS-2101(1) Port Drive	
Total Project Cost	77,269.72
Less: Federal Funds	-63734.44
Less: Advance Deposit	-9,510.00
Amount Due	$4,025.28

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

______ ______ PH: ______ FOR CORRECTNESS OF CHARGES

OR ______ PH: ______ PREPARER OF INVOICE

DEPOEBY 002123

Advance Deposit Amount	$ 9510.00
Advance Deposit Previously Transferred to Highway Fund	$ 7,510.00
Balance	$ 2,000.00
Transfer to Highway Fund	$ 2,000.00
Refund Due	$ -0-

AMOUNT DUE $

SUBMITTED BY
Diane Galder

APPROVED BY
V. E. Strong

734 3131 (8-81)

8969 P

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 9-8-82

CITY DEPOE BAY **Contract No.** 8969 **Date Completed** 2-4-80

PROJECT # SOS-2101(1) **Section** Port Drive

PAYMENTS TO CONTRACTOR

	ITEM		TOTAL COST
P.E.	Consultant	(Federal Participation)	$ 6,000.00
	State		4,232.85
			$10,232.85
Construction:			
	Payment to Contractor	(Federal Participation)	$55,657.16
	Engineering		8,348.57
	Audit		69.96
			$64,075.69
	Engineering - Consultant	(Non Participation)	$ 666.30
	State		2,294.88
			$ 2,961.18

Total Project Cost	$77,269.72
Federal Funds	63,734.44
CITY'S SHARE OF COSTS	$13,535.28

Kate Wentworth
2/22 Depoe Bay 765-2361
9/20 Port Paving
SOS-2101(1)

4025^{28}

Reference: **Billing Form** CC 82-15

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
					cc 82-15	
	Port Drive (Depoe Bay) Section **City Street, Lincoln County**					
	Preliminary Engineering Type Code P.E.					
	State				$ 4,232.85	
	Consultant: Kraus & Dalke	All Required			6,000.00	
					$10,232.85	
	Construction Type Code 6201 Roadway (Sta. 2+09 To Sta. 9+64) Formal Contract Payment Summary	Lump Sum			55,657.16	
	Construction Engineering Consultant: Kraus & Dalke	All Required			8,348.57	
	Misc. Project Cost Audit	All Required			69.96	
	Total Participating Project Cost				$74,308.54	
	Nonparticipating Project Cost Interest paid to Consultant	All Required			14.87	
	Construction Engineering (State)	All Required			2,294.88	
	Consultant: Kraus & Dalke	All Required			651.43	
	Total Nonparticipating Project Cost				$ 2,961.18	
	Total Project Cost				$77,269.72	
	Prepared based on Participating Costs as shown on Federal Billing as of 6/1[illegible]/82.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE

FEDERAL AID PROJECT NO.

PROGRAM APPROVED Oregon

VO[illegible]

From: 7-7-78 To:

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$10,232.86	$10,232.86	85.77%	$ 8,776.72	$ 8,776.72	$ 0.00
67,036.37	64,075.48	85.77%	54,957.72	54,957.72	0.00
$77,269.23	$74,308.34	85.77%	$63,734.44	$63,734.44	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		3/16/82

V.E. Stacy, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

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                                   ** JOB TOTALS **
                 321   1961     296        00 N 9                                          432.86CR          432.86CR
                 321   1961     299        00 N 9                                          432.86     **     432.86     **
                                ** JOB TOTALS **                           **

                 321   1962     296        00 N 9                                          289.07CR          289.07CR
                 321   1962     299        00 N 9                                          289.07     **     289.07     **
                                ** JOB TOTALS **                           **

COAST DR-PORT DR DEPOE BAY   CONT NO      * FA PROJ NOS SOS 10:001 10J                                        STATE
                 321   1988     296        00 N 9                                                            660.00
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TOTAL TO DATE JOB COST SUMMARY                                                JUNE 1982          PAGE  681
                                                                                FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX       FUNCTION   GR   CURRENT MONTH   YEAR TO DATE       TO DATE
                                 321   1988     296        00 N 9       38.85       411.72CR        9,436.22CR
                                 321   1988     298        00 N 9       38.85CR     411.72          8,775.22
                                 321   1988     901        00 P 1                                     738.87
                                 321   1988     904        00 P 1                                   6,000.00
                                 321   1988     905        00 P 1       45.30CR      45.30CR          935.79
                                 321   1988     910        00 P 1                                   1,723.19
                                 321   1988     911        00 P 1                                      76.62
                                 321   1988     914        00 P 1                                      21.80
                                 321   1988     920        00 P 1                                      63.50
                                 321   1988     921        00 P 1                                   1,031.80
                                 321   1988     922        00 P 1                                      41.29
                                                TOT        P1           45.30CR      45.30CR       10,232.85
                                                ** JOB TOTALS **        45.30CR**    45.30CR**     10,232.85  **

SPTC XING&BUTLR BR RD-TOLEDO  CONT NO      * FA PROJ NOS RRS 525001 100                                       STATE
                                 321   1991     905        00 N 1                                      41.10
                                 321   1991     914        00 N 1                                      62.46
                                                TOT        N1                                         103.56
                                                ** JOB TOTALS **             **            **         103.56  **

NW NYE ST (NEWPORT)           CONT NO      * FA PROJ NOS M   890001 100                                       STATE
                                 321   1995     296        00 N 9                                   6,121.63CR
                                 321   1995     298        00 N 9                                   6,121.63
                                 321   1995     901        00 P 1                                   1,710.51
                                 321   1995     905        00 P 1                                   1,253.56
                                 321   1995     910        00 P 1                                   1,572.96
                                 321   1995     911        00 P 1                                   1,035.48
                                 321   1995     914        00 P 1                                     142.14
                                 321   1995     920        00 P 1                                     271.53
                                 321   1995     921        00 P 1                                     898.73
                                 321   1995     922        00 P 1                                      19.56
                                                                                                       40.11
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Resident Eng

Consultant

Final design

Soils and Geology

Survey

Utility Liaison

Proj. Mngt.

Supv.

Admin Services

✓ 935.79

✓ 1,723.19

✓ 1,031.80

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    321   1961    299      00 N 9                      **                                  **
                ** JOB TOTALS **
                                                                289.07CR              289.07CR
    321   1962    296      00 N 9                                289.07                289.07      **
    321   1962    299      00 N 9                      **                    **
                ** JOB TOTALS **
                                                                                                 STATE
                                 * FA PROJ NOS SOS 101001 10J                          660.00
COAST DR-PORT DR DEPOE BAY   CONT NO
    321   1988    296      00 N 9
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                                                                   JUNE 1982          PAGE  681
                                                                     FISCAL         GRAND TOTAL
TOTAL TO DATE JOB COST SUMMARY                                   YEAR TO DATE         TO DATE
                                 FUNCTION   GR  CURRENT MONTH     411.72CR          9,436.22CR
DESCRIPTION OF JOB OR DEPARTMENT  PREFIX                38.85
    321   1988    296      00 N 9                       38.85CR    411.72            8,776.72
    321   1988    298      00 N 9                                                      238.87
    321   1988    901      00 P 1   Resident Eng  Consultant                          6,000.00
    321   1988    904      00 P 1                                  45.30CR             935.79
    321   1988    905      00 P 1  Final design 45.30CR                              1,723.19
    321   1988    910      00 P 1   Soils and Geology                                   26.62
    321   1988    911      00 P 1    Survey                                            121.80
    321   1988    914      00 P 1    / /  Utility Liaison                               63.50
    321   1988    920      00 P 1    Proj. Mgt.                                      1,031.80
    321   1988    921      00 P 1  Separ                                                41.29
    321   1988    922      00 P 1       Admin Services             45.30CR          10,232.85
                  TOT      P1                    45.30CR           45.30CR**        10,232.85  **
                ** JOB TOTALS **                 45.30CR**
                                                                                                 STATE
                                 * FA PROJ NOS RRS 525001 100                            41.10
SPTC XING@BUTLR BR RD-,OLEDO  CONT NO                                                    62.46
    321   1991    905      00 N 1                                                      103.56
    321   1991    914      00 N 1                                                      103.56  **
                  TOT      N1                    **                **
                ** JOB TOTALS **
                                                                                                 STATE
                                 * FA PROJ NOS H   890001 100                         6,121.63CR
NW NYE ST (NEWPORT)           CONT NO                                                 6,121.63
    321   1995    296      00 N 9                                                     1,710.51
    321   1995    298      00 N 9                                                     1,253.55
    321   1995    901      00 P 1                                                     1,572.95
    321   1995    905      00 P 1                                                     1,035.48
    321   1995    910      00 P 1                                                       142.14
    321   1995    911      00 P 1                                                       271.53
    321   1995    914      00 P 1                                                       898.73
    321   1995    920      00 P 1                                                        19.56
    321   1995    921      00 P 1                                                        40.11
    321   1995    922      00 P 1
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                                   320  1087   295   00                        203.40          203.40     81   81
                                   320  1087   296   00                        203.40CR        203.40CR   81   81
                                               TOT   00
                                         ** JOB TOTALS **          **              **              **

                                   320  1089   295   00                      2,165.14        2,165.14     81   81
                                   320  1089   296   00                      2,165.14CR      2,165.14CR   81   81
                                               TOT   00
                                         ** JOB TOTALS **          **              **              **

                                                                                                        STATE
PORTDR-DEPOE BAY              CONT NO 8969 * FA PROJ NOS SOS 101001 100
                                   321  1007   201   00 P 1    9,300.00CR    9,300.00CR     55,657.16     80   82
                                   321  1007   203   00 P 1    9,300.00      9,300.00                     80   82
                                   321  1007   295   00 N 9                                  6,850.00     79   79
                                   321  1007   296   00 N 9      722.28      4,706.72CR    61,807.72CR    79   82



                                                                        JUNE 1982          PAGE  216
TOTAL TO DATE JOB COST SUMMARY
                                                                          FISCAL          GRAND TOTAL   ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE     TO DATE     BEG  END
                                   321  1007   238   00 N 9      722.28CR    4,706.72      54,957.72     79   82
                                   321  1007   900   00 P 1      168.87      7,683.48CR                   79   82
                                   321  1007   900   00 N 1      804.03        804.03         804.03      82   82
                                   321  1007   904   00 P 1    1,624.33CR    8,348.57       8,348.57      81   82
                                   321  1007   904   00 N 1      651.43        666.30         666.30      82   82
                                   321  1007   915   00 P 1                     69.96          69.96      82   82
                                   321  1007   920   00 P 1       32.98CR       32.98CR                   79   82
                                   321  1007   920   00 N 1       32.98         32.98          32.98      82   82
                                   321  1007   940   00 P 1      210.44CR      210.44CR                   81   82
                                   321  1007   940   00 N 1      210.44        210.44         210.44      82   82
                                   321  1007   944   00 P 1       39.75CR                                 81   82
                                   321  1007   944   00 N 1       39.75         39.75          39.75      82   82
                                   321  1007   945   00 P 1      990.92CR      960.66CR                   81   82
                                   321  1007   945   00 N 1      990.92        990.92         990.92      82   82
                                   321  1007   948   00 P 1       14.32CR                                 82   82
                                   321  1007   948   00 N 1       59.62         59.62          59.62      82   82
                                   321  1007   950   00 P 1      157.14CR      157.14CR                   80   82
                                   321  1007   950   00 N 1      157.14        157.14         157.14      82   82
                                               TOT      P1     2,901.01CR      626.17CR    64,075.69
                                               TOT      N1     2,946.31      2,961.18       2,961.18
                                         ** JOB TOTALS **         45.30  **  2,335.01  **  67,036.87  **

                                                                                                        STATE
NW NYE ST-ORE COAST HWY       CONT NO 9142 = FA PROJ NOS M   885001   38 M   890001   62
                                   321  1009   201   00 P 1                  8,930.04      65,094.33     80   82
                                   321  1009   201   00 P 2                  4,033.21      84,361.11     80   82
                                   321  1009   203   00 P 1    8,100.00      4,200.00CR     7,050.00CR    81   82
                                   321  1009   204   00 P 1                  5,033.22                     80   82
                                   321  1009   204   00 P 2                  1,648.89                     80   82
                                                                                48.85          48.85      82   82
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                        320   1087   295    00                              203.40        203.40     81    81
                        320   1087   296    00                              203.40CR      203.40CR
                                     TOT    0C
                               ** JOB TOTALS **                 **           **            **

                                                                           2,165.14      2,165.14     81    81
                        320   1089   295    00                              2,165.14CR    2,165.14CR   81    81
                        320   1089   296    00
                                     TOT    00
                               ** JOB TOTALS **                 **           **            **

                                                                                                      STATE
PORTDR-DEPOE BAY       CONT NO 8969 * FA PROJ NOS SOS 101001 100
                        321   1007   201    00 P 1    9,300.00CR     9,300.00CR    55,657.16     80    82
                        321   1007   203    00 P 1    9,300.00       9,300.00                    80    82
                        321   1007   295    00 N 9                                 6,850.00     79    79
                        321   1007   296    00 N 9      722.28       4,706.72CR   61,807.72CR   79    82


                                                            JUNE 1982          PAGE  216
TOTAL TO DATE JOB COST SUMMARY
                                                                  FISCAL        GRAND TOTAL    ACTIVE YRS
                                                                YEAR TO DATE     TO DATE        BEG   END
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX   FUNCTION  GR  CURRENT MONTH   4,706.72    54,952.72     79    82
                        321   1007   298    00 N 9      722.28CR     7,583.48CR                   79    82
                        321   1007   900    00 P 1      168.87         804.03         804.03      82    82
                        321   1007   900    00 N 1      804.03       2,348.57       2,348.57      81    82
                        321   1007   904    00 P 1    1,624.33CR       666.30         666.30      82    82
                        321   1007   904    00 N 1      651.43          69.96          69.96      82    82
                        321   1007   915    00 P 1                      32.98CR                   79    82
                        321   1007   920    00 P 1       32.98CR        32.98          32.98      82    82
                        321   1007   920    00 N 1       32.98         210.44CR                   81    82
                        321   1007   940    00 P 1      210.44CR       210.44         210.44      82    82
                        321   1007   940    00 N 1      210.44                                    81    82
                        321   1007   944    00 P 1       39.75CR        39.75          39.75      82    82
                        321   1007   944    00 N 1       39.75         960.66CR                   81    82
                        321   1007   945    00 P 1      990.92CR       990.92         990.92      82    82
                        321   1007   945    00 N 1      990.92                                    82    82
                        321   1007   948    00 P 1       14.32CR        59.62          59.62      82    82
                        321   1007   948    00 N 1       59.62         157.14CR                   80    82
                        321   1007   950    00 P 1      157.14CR       157.14         157.14      82    82
                        321   1007   950    00 N 1      157.14         626.17CR      64,075.69
                                     TOT    P1        2,901.01CR     2,961.18       2,961.18
                                     TOT    N1        2,946.31       2,335.01  **  67,036.87  **
                               ** JOB TOTALS **          45.30  **

                                                                                                      STATE
"NW NYE ST-ORE COAST HWY    CONT NO 9142 = FA PROJ NOS M   ?95001  38 M   890001  62
                        321   1009   201    00 P 1                   8,930.04      65,094.33      80    82
                        321   1009   201    00 P 2                   4,033.21      84,361.11      80    82
                        321   1009   203    00 P 1    8,100.00       4,200.00CR     7,050.00CR    8:    82
                        321   1009   204    00 P 1                   5,033.22                     80    82
                        321   1009   204    00 P 2                   1,648.89                     80    82
                                                                        48.85          48.85      82    82
```

802
680

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

06/30/82

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
320-1932	1#	SOS -2002-001	9,340.71	10,890.42	10,890.42	85.77	9,340.71	9,340.71		
		PROJ TOTALS	64,500.00	126,631.92	75,201.12		64,500.00	64,500.00		
221-1987	1	SOS -2100-001	33,891.00	39,418.73	39,173.71	85.80	33,611.04	33,611.04		
321-1007	1*	SOS -2101-001	54,957.72	67,036.87	64,075.69	85.77	54,957.72	54,957.72		
321-1988	1*	SOS -2101-001	8,776.72	10,232.85	10,232.85	85.77	8,776.72	8,776.72		
		PROJ TOTALS	63,734.44	77,269.72	74,308.54		63,734.44	63,734.44		
222-1974	1	SOS -2200-002	12,865.00	10,466.22	10,401.43	85.77	8,921.31	8,930.72		9.41CR
322-1098	1#	SOS -2204-001	42,269.57	49,310.61	49,282.46	85.77	42,269.57	42,269.57		
222-1971	1#	SOS -2204-001	16,578.07	19,328.52	19,328.52	85.77	16,578.07	16,578.07		
		PROJ TOTALS	58,847.64	68,639.13	68,610.98		58,847.64	58,847.64		
223-1979	1#	SOS -2300-002	13,947.85	15,831.62	15,817.48	88.18	13,947.85	13,947.85		
324-1038	1#	SOS -2402-001	57,042.38	72,030.00	66,506.21	85.77	57,042.38	57,042.38		
324-1038	8#	SOS -2402-001	475.09	563.59	553.91	85.77	475.09	475.09		
324-1937	1#	SOS -2402-001	6,982.53	8,140.99	8,140.99	85.77	6,982.53	6,982.53		
>424-1901	1#	SOS -2402-001								
		PROJ TOTALS	64,500.00	80,734.58	75,201.11		64,500.00	64,500.00		
324-1062	1	SOS -2403-001	42,291.00	63,665.47	63,225.47	88.18	55,752.22	42,291.00	13,461.22 B	
>424-1046	1	SOS -2403-001				100.00				
324-1939	1	SOS -2403-001	8,360.00	2,739.54	2,739.54	85.77	2,349.70	2,349.70		
324-2532	1	SOS -2403-001				85.77				
		PROJ TOTALS	50,651.00	66,405.01	65,965.01		58,101.92	44,640.70	13,461.22	
225-1068	1#	SOS -2500-002	65,984.94	76,953.78	76,905.53	85.80	65,984.94	65,984.94		
225-1068	8#	SOS -2500-002	12,190.70	14,208.27	14,208.27	85.80	12,190.70	12,190.70		
225-1963	1#	SOS -2500-002	12,633.92	14,737.80	14,724.85	85.80	12,633.92	12,633.92		
225-2505	1#	SOS -2500-002	101.05	102.77	117.77	85.80	101.05	101.05		
		PROJ TOTALS	90,910.61	106,007.62	105,956.42		90,910.61	90,910.61		
325-1070	1#	SOS -2502-001	66,000.00	79,539.82	74,846.90	88.18	66,000.00	66,000.00		
226-1005	1	SOS -2600-001	102,810.00	177,804.99	177,803.80	88.15	156,734.06	102,810.00	53,924.05 B	
>426-1029	1	SOS -2600-001	27,428.00	27,035.60	27,427.14	100.00	27,427.14	27,427.14		
226-1901	1	SOS -2600-001	4,600.00	5,023.88	5,011.94	85.80	4,300.24	4,300.24		
>426-1915	1	SOS -2600-001	4,400.00	4,342.99	4,342.99	100.00	4,342.99	4,342.99		
		PROJ TOTALS	139,238.00	214,207.46	214,585.87		192,804.42	138,880.37	53,924.05	
326-1017	1	SOS -2601-002	42,130.80	48,523.90	48,437.35	85.77	41,544.72	41,544.72		

802 680

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

06/30/82

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
320-1932	1#	SOS -2002-001	9,340.71	10,890.42	10,890.42	85.77	9,340.71	9,340.71		
		PROJ TOTALS	64,500.00	126,631.92	75,201.12		64,500.00	64,500.00		
221-1987	1	SOS -2100-001	33,891.00	39,418.73	39,173.71	85.80	33,611.04	33,611.04		
321-1007	1*	SOS -2101-001	54,957.72	67,036.87	64,075.69	85.77	54,957.72	54,957.72		
321-1988	1*	SOS -2101-001	8,776.72	10,232.85	10,232.85	85.77	8,776.72	8,776.72		
		PROJ TOTALS	63,734.44	77,269.72	74,308.54		63,734.44	63,734.44		
222-1974	1	SOS -2200-002	12,865.00	10,466.22	10,401.43	85.77	8,921.31	8,930.72		9.41CR
322-1098	1#	SOS -2204-001	42,269.57	49,310.61	49,282.46	85.77	42,269.57	42,269.57		
222-1971	1#	SOS -2204-001	16,578.07	19,328.52	19,328.52	85.77	16,578.07	16,578.07		
		PROJ TOTALS	58,847.64	68,639.13	68,610.98		58,847.64	58,847.64		
223-1979	1#	SOS -2300-002	13,947.85	15,831.62	15,817.48	88.18	13,947.85	13,947.85		
324-1038	1#	SOS -2402-001	57,042.38	72,030.00	66,506.21	85.77	57,042.38	57,042.38		
324-1038	8#	SOS -2402-001	475.09	563.59	553.91	85.77	475.09	475.09		
324-1937	1#	SOS -2402-001	6,982.53	8,140.99	8,140.99	85.77	6,982.53	6,982.53		
>424-1901	1#	SOS -2402-001								
		PROJ TOTALS	64,500.00	80,734.58	75,201.11		64,500.00	64,500.00		
324-1062	1	SOS -2403-001	42,291.00	63,665.47	63,225.47	88.18	55,752.22	42,291.00	13,461.22 B	
>424-1046	1	SOS -2403-001				100.00				
324-1939	1	SOS -2403-001	8,360.00	2,739.54	2,739.54	85.77	2,349.70	2,349.70		
324-2532	1	SOS -2403-001				85.77				
		PROJ TOTALS	50,651.00	66,405.01	65,965.01		58,101.92	44,640.70	13,461.22	
225-1068	1#	SOS -2500-002	65,984.94	76,953.78	76,905.53	85.80	65,984.94	65,984.94		
225-1068	8#	SOS -2500-002	12,190.70	14,208.27	14,208.27	85.80	12,190.70	12,190.70		
225-1963	1#	SOS -2500-002	12,633.92	14,737.80	14,724.85	85.80	12,633.92	12,633.92		
225-2505	1#	SOS -2500-002	101.05	107.77	117.77	85.80	101.05	101.05		
		PROJ TOTALS	90,910.61	106,007.62	105,956.42		90,910.61	90,910.61		
325-1070	1#	SOS -2502-001	66,000.00	79,539.82	74,846.90	88.18	66,000.00	66,000.00		
226-1005	1	SOS -2600-001	102,810.00	177,804.99	177,803.80	88.15	156,734.06	102,810.00	53,924.05 B	
>426-1029	1	SOS -2600-001	27,428.00	27,035.60	27,427.14	100.00	27,427.14	27,427.14		
226-1901	1	SOS -2600-001	4,600.00	5,023.88	5,011.94	85.80	4,300.24	4,300.24		
>426-1915	1	SOS -2600-001	4,400.00	4,342.99	4,342.99	100.00	4,342.99	4,342.99		
		PROJ TOTALS	139,238.00	214,207.46	214,585.87		192,804.42	138,880.37	53,924.05	
326-1017	1	SOS -2601-002	42,130.80	48,523.90	48,437.35	85.77	41,544.72	41,544.72		

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                                   320    1089      295      00                                                      2,165.14        81      81
                                   320    1089      296      00                                                      2,165.14CR      81      81
                                                    TOT      00
                                           ** JOB TOTALS **                  **                **                          **

PORTOR-DEPOE BAY              CONT NO 8969 * FA PROJ NOS SOS 101001 100                                                          STATE
                                   321    1007      201      00 P 1                                                 55,657.16        80      82
                                   321    1007      295      00 N 9                                                  6,850.00        79      79
                                   321    1007      296      00 N 9                                                 61,807.72CR      79      82
                                   321    1007      298      00 N 9                                                 54,957.72        79      82
                                   321    1007      900      00 N 1                                                    804.03        82      82
                                   321    1007      904      00 P 1                                                  8,348.57        81      82
                                   321    1007      904      00 N 1                                                    666.30        82      82
                                   321    1007      915      00 P 1                                                     69.96        82      82
                                   321    1007      920      00 N 1                                                     32.98        82      82
                                   321    1007      940      00 N 1                                                    210.44        82      82
                                   321    1007      944      00 N 1                                                     39.75        82      82
                                   321    1007      945      00 N 1                                                    990.92        82      82
                                   321    1007      948      00 N 1                                                     59.62        82      82
                                   321    1007      950      00 N 1                                                    157.14        82      82
                                                    TOT      P1                                                     64,075.69
                                                    TOT      N1                                                      2,961.18
                                           ** JOB TOTALS **                  **                **               67,036.87  **


TOTAL TO DATE JOB COST SUMMARY                                                         JULY 1982          PAGE  216

                                                                                         FISCAL            GRAND TOTAL      ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX        FUNCTION   GR  CURRENT MONTH    YEAR TO DATE          TO DATE        BEG    END

  NW NYE ST-ORE COAST HWY     CONT NO 9142 = FA PROJ NOS M    885001   38 M    890001   62                                 STATE
                                   321    1009      201      00 P 1                                                 65,094.33        80      82
                                   321    1009      201      00 P 2                                                 84,361.11        80      82
                                   321    1009      203      00 P 1                                                  7,050.00CR      81      82
                                   321    1009      206      00 N 1                                                     48.85        82      82
                                   321    1009      206      00 N 2                                                     79.69        82      82
                                   321    1009      270      01 P 1                                                    133.87        81      82
                                   321    1009      270      01 P 2                                                    558.63        81      82
                                   321    1009      295      00 N 9                                                  5,425.00        82      82
                                   321    1009      296      00 N 9        6,945.36CR        6,945.36CR            145,549.47CR      80      82
                                   321    1009      298      00 N 9        6,945.36          6,945.36              140,124.47        80      82
                                   321    1009      900      00 P 1           10.35             10.35                5,675.46        80      82
                                   321    1009      900      00 P 2                                                  8,960.72        80      82
                                   321    1009      900      00 N 1                                                  1,085.85        80      81
                                   321    1009      900      00 N 2                                                  1,771.69        80      81
                                   321    1009      911      00 P 1                                                     65.95        81      82
                                   321    1009      911      00 P 2                                                    107.63        81      82
                                   321    1009      920      00 P 1                                                     73.21        80      80
                                   321    1009      920      00 P 2                                                    119.40        80      80
                                   321    1009      940      00 P 1                                                     71.22        81      81
                                   321    1009      940      00 P 2                                                    116.20        81      81
                                   321    1009      941      00 P 1                                                      1.13        81      81
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              320    1089      295     00                                                               2,165.14       81      81
              320    1089      296     00                                                               2,165.14CR     81      81
                               TOT     00
                            ** JOB TOTALS **                        **               **                                **

                                                                                                                    STATE
PORTDR-DEPOE BAY      CONT NO 8969 * FA PROJ NOS SOS 101001 100
              321    1007      201     00 P 1                                                          55,657.16       80      82
              321    1007      295     00 N 9                                                           6,850.00       79      79
              321    1007      296     00 N 9                                                          61,807.72CR     79      82
              321    1007      298     00 N 9                                                          54,957.72       79      82
              321    1007      900     00 N 1                                                             804.03       82      82
              321    1007      904     00 P 1                                                           8,348.57       81      82
              321    1007      904     00 N 1                                                             666.30       82      82
              321    1007      915     00 P 1                                                              69.96       82      82
              321    1007      920     00 N 1                                                              32.98       82      82
              321    1007      940     00 N 1                                                             210.44       82      82
              321    1007      944     00 N 1                                                              39.75       82      82
              321    1007      945     00 N 1                                                             990.92       82      82
              321    1007      948     00 N 1                                                              59.62       82      82
              321    1007      950     00 N 1                                                             157.14       82      82
                               TOT     P1                                                              64,075.69
                               TOT     N1                                                               2,961.18
                            ** JOB TOTALS **                        **               **                67,036.87  **


TOTAL TO DATE JOB COST SUMMARY                                              JULY 1982            PAGE  216

                                                                              FISCAL           GRAND TOTAL     ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE         TO DATE       BEG   END

                                                                                                                   STATE
 NW NYE ST-ORE COAST HWY    CONT NO 9142 = FA PROJ NOS M   885001  38 M   890001  62
              321    1009      201     00 P 1                                                          65,094.33       80      82
              321    1009      201     00 P 2                                                          84,361.11       80      82
              321    1009      203     00 P 1                                                           7,050.00CR     81      82
              321    1009      206     00 N 1                                                              48.85       82      82
              321    1009      206     00 N 2                                                              79.69       82      82
              321    1009      270     01 P 1                                                             133.87       81      82
              321    1009      270     01 P 2                                                             558.63       81      82
              321    1009      295     00 N 9                                                           5,425.00       82      82
              321    1009      296     00 N 9       6,945.36CR      6,945.36CR                        145,549.47CR     80      82
              321    1009      298     00 N 9       6,945.36        6,945.36                          140,124.47       80      82
              321    1009      900     00 P 1          10.35           10.35                            5,675.46       80      82
              321    1009      900     00 P 2                                                           8,960.72       80      82
              321    1009      900     00 N 1                                                           1,085.86       80      81
              321    1009      900     00 N 2                                                           1,771.69       80      81
              321    1009      911     00 P 1                                                              65.95       81      82
              321    1009      911     00 P 2                                                             102.63       81      82
              321    1009      920     00 P 1                                                              73.21       80      80
              321    1009      920     00 P 2                                                             119.40       80      80
              321    1009      940     00 P 1                                                              71.22       81      81
              321    1009      940     00 P 2                                                             116.20       81      81
              321    1009      941     00 P 1                                                               1.13       81      81
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891.9

L

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9-56	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Lincoln
MODIFICATION NUMBER 2	8-28-81	Project Number SOS-2101(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 8, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 68,318.00	$ 75,176.00
Federal funds	$ 58,616.00	$ 64,500.00
Other revisions		

This modification is made for the following reasons: To include increase in preliminary engineering, increase in construction costs, and increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of August, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D H Moehring

Asst. State Highway Engineer
(Title)

For: H.S. Coulter
XXX

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon August 26, 1981

Federal Aid Project
No. SOS-2101(1)

Port Drive (Depoe Bay) Section
City Street, Lincoln County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering		All Required	$10,280.00

Roadway (Sta. 2+09 to Sta. 9+64)

Alternate "A"

Subtotal of previous estimate Aug. 2, 1979	$50,929.07

Previous Estimate

Aggregate Base	390 Cu. Yd.	16.20	$ 6,318.00
Class "C" Asphalt Concrete	600 Ton	31.00	18,600.00
Concrete Walks	580 Lin. Ft.	6.35	3,683.00
			$28,601.00

Revised Estimate

Aggregate Base	445 Cu. Yd.	16.20	$ 7,209.00
Class "C" Asphalt Concrete	669 Ton	31.00	20,739.00
Concrete Walks	836 Lin. Ft.	6.35	5,308.60
			$33,256.60
		Increase	$ 4,655.60
		SUBTOTAL	$55,584.67
		Engineering	9,311.33
		TOTAL	$64,896.00

Length of Project ------------- 0.143 mi.
Cost of Project Per Mile ------$457,524.48

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$10,280.00	$ 8,820.00	$ 1,460.00
	64,896.00	55,680.00	9,216.00
	$75,176.00	$64,500.00	$10,676.00

Group 1 100%
Contract No. 8969
Prefix: 321-1988
Prefix: 321-1007

2769

STATE COPY 2

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 8-99

PROJECT REPORT NUMBER

MODIFICATION NUMBER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-13-79

Form Approved; O M B No. 04-R2089

State Oregon

County Lincoln

Project Number SOS-2101(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 8, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,000	$ 68,318
Federal funds	$ 5,140	$ 58,616
Other revisions		

This modification is made for the following reasons:

To include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of August, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

RECEIVED
AUG 21 1979
CONTRACT ACCOUNTING

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 404

file

Oregon State Highway Division
Salem, Oregon, August 2, 1979

Federal Aid Project
No. SOS-210(1)

Port Drive (Depoe Bay) Section
City Street, Lincoln County

Revised project agreement estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 9,750.00

Roadway (Sta. 2+09 to Sta. 9+64)

Alternate "A"

Aggregate Base	390	Cu.Yd.	16.20	$ 6,318.00
Recondition Old Roadbed	4,900	Sq.Yd.	1.20	5,880.00
Class "C" Asphalt Concrete	600	Ton	31.00	18,600.00
6-inch Culvert Pipe	125	Lin.Ft.	12.75	1,593.75
12-inch Culvert Pipe	52	Lin.Ft.	19.26	1,001.52
Catch Basins	1	Each	460.00	460.00
Inlets	3	Each	786.00	2,358.00
Concrete Walks	260	Sq.Yd.	16.68	4,336.80
Handrail	580	Lin.Ft.	10.30	5,974.00
Concrete Curbs	580	Lin.Ft.	6.35	3,683.00
Extruded Concrete Curb	240	Lin.Ft.	2.60	624.00
				$50,829.07

Anticipated Items

Temporary Erosion Control	All Required	$ 100.00
	Subtotal	$50,929.07
	Engineering	7,639.36
	Total	$58,568.43

Length of Project - - - - - 0.143
Cost of Roadway Per Mile - $409,569.44

Summary of Funds (85.8%)

Description	Total Cost	Federal Funds	City Funds
P.E.	$ 9,750.00	$ 8,365.00	$ 1,385.00
Roadway	58,568.00	50,251.00	8,317.00
Subtotal	$68,318.00	$ 58,616.00	$ 9,702.00
Retain in PS&E	5,150.00	4,418.00	732.00
	$73,468.00	$ 63,034.00	$10,434.00

Group 1 - 100%
Contract No. 8969
Prefixes: 321-1988
321-1007

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO. 11-97

. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

11-8-78

ate: Oregon
County: Lincoln
Project No.: SOS-2101(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Streets, Coast Dr. & Port Dr. (Depoe Bay)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	7-7-78	0.58
RIGHTS-OF-WAY		
CONSTRUCTION	8-17-78	0.58
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,000.00	$ 5,140.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Technical Services Engineer
(Title)
XX For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator: NOV 8 1978

Form PR-2 (Rev. 10-78) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon Oct. 30, 1978

Federal Aid Project
No. SOS-2101(1)

Coast Dr. & Port Dr. (Depoe Bay) Section
City St. in Lincoln County

Project Agreement Estimate

Type Code PE
Preliminary Engineering

Preliminary Engineering (Kraus & Dalke Consultants)	All Required	$6,000.00
	Total	$6,000.00

Length of Project. . . . . .0.58 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering (Kraus & Dalke Consultants)	$ 6,000.00	$ 5,140.00	$ 860.00
Retain in PS&E Status	100,000.00	59,360.00	40,640.00
Total	$106,000.00	$64,500.00	$41,500.00

Group 1 - 100%
Prefix 321-1988

8969

CON 5

DATE: August 7, 1981

TO: OREGON TRANSPORTATION COMMISSION

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Port Drive (Depoe Bay)
City Street
Contract No. 8969

This off-system paving project has been completed and the final cost figures show that the project authorization has been exceeded by $6,388 or eleven percent.

The major causes for the overrun are the additional quantities of aggregate base, Class "C" asphalt concrete and concrete walk needed to achieve the desired result and an overrun in project engineering. The quantity overruns were $940, $2,163 and $973 respectively. The project engineering, performed by a consultant, overran by $3,952.

It is recommended that the authorization for this project be increased by $6,388 to a new total of $64,701.79. This matter will be on the consent calendar for your August 18 meeting.

WR:md md

bcc F. B. Klabce
R. W. Gormsen
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
George Bell

Form E-372 (Rev. 12-70)

EGON STATE HIGHWAY DIVISI

Expected Overrun of Project Authorization

Project Port Drive (Depoe Bay) Date June 30, 1981

Highway City Street Contract No. 8969

County Lincoln Kind of Work Paving Contractor Oceanlake Paving

	Authorized	Estimated
Contract Amount	$50,829.07	$54,776.85
Anticipated Items	100.00	0.00
Contingency (4½%)	2,291.81	879.94
Engineering	5,092.91	9,045.00
Credits		
PROJECT COST	58,313.79	64,701.79

NET INCREASE $ 6,388.00 OR 11 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

			Expected Amount	Net Change
(C)	1"-0 Aggregate Base	B.I. 1	$ 7,258	$ 940
(C)	Class "C" A.C.	B.I. 3	20,763	2,163
(C)	Concrete Walks	B.I. 8	5,310	973
	Engineering		9,045	3,952

Principal reasons for overruns (Continue on reverse side):

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by ____________ Resident Engineer

Noted by ____________ Construction or Bridge Engineer

Confirmed by ____________ Regional Engineer

Noted by ____________ Deputy or State Highway Engineer

Form No. [illegible]—5M—Pads of 50

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OREGON STATE HIGHWAY DEPARTMENT

Authority to Over-Run Contract Amount

Project Name	Port Drive (Depoe Bay)	**Date**	June 19, 1981
Highway	City Street	**Contract No.**	8969
County	Lincoln	**FAP**	SOS-2101(1) **Prefix** 321-1007
Contractor	Oceanlake Paving	**Request No.**	1

Summary Statement:

Contract amount		$58,313.79
Over-run of contract amount previously authorized	$0.00	
Over-run for which authority is now requested	6,634.08	
Total over-run (10.1 per cent)		$
Total (contract amount plus over-run)		$64,947.87

Itemization of Over-Run Now Requested:

	Major Items	Quantity		Unit Price	Amount
1.	1"-0 Aggregate Base	58	C.Y.	16.20	939.60
3.	Class C A.C.	69.77	Tons	31.00	2,162.87
5.	12" Culvert	29	L.F.	19.26	558.54
8.	Concrete Walks	58.33	S.Y.	16.68	972.94
11	Extruded curbs	153	L.F.	2.60	397.80
	Engineering		L.S.		3,157.09
	P.A. 1		L.S.		608.00

Minor items, unitemized (not more than 20 per cent of subtotal)	452.00
Subtotal	$9,248.84
Less for savings on under-run items	2,614.76
Net amount of over-run for which authority is now requested	$6,634.08

Description of Additional Work or Conditions Occasioning Over-Run Now Requested:
(Include station number locations when practicable)

Major reason for overrun as follows:

1. Original contract for Engineering was $8250 rather than $5092.91 shown.

2. Aggregate and asphalt bid items were higher than original estimate due to thicknesses being deeper than originally anticipated.

INSTRUCTIONS

Submit request on this form whenever conditions are encountered which require considerable increases in contract quantities and whenever the revised total cost for the bid items in the contract (as shown in the "Monthly Project Cost Report") is revised upward and is above the total shown in the contract.

Submit three copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$58,313.79
Present estimate of project cost, including $6634.08 for work under this request	$64,947.87
Expected XXXXXXX over-run (amount)	$6,634.08
Expected XXXXXXX over-run (per cent)	$11.4%

Space to right of this line is for use of Salem Office.

Submitted by: Ste M. B
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended:
Construction—Bridge—Engineer

Approved:
Assistant State Highway Engineer

33370

8969

L.

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #8969

TO: H. S. Coulter
State Highway Engineer

DATE: August 6, 1981

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Port Drive (Depoe Bay)
City Street
Contract No. 8969

NOTED
H.S.COULTER

This off-system paving project has been completed and the final cost figures show that the project authorization has been exceeded by $6,388, or 11 percent.

The major causes for the overrun are the additional quantities of aggregate base, Class "C" asphalt concrete and concrete walk needed to achieve the desired result and an overrun in project engineering. The quantity overruns were $940, $2,163 and $973 respectively. The project engineering, performed by a consultant, overran by $3,952.

A rough draft letter to the Transportation Commission is attached, along with a copy of the Expected Overrun of Project Authorization form.

WR:fr

Att.

cc: C. O. Fredrickson
Chuck Elroy
Robert Church

RECEIVED
STATE HWY ENGR

AUG 6 '81

REFER TO

FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

#8969 7-15 L

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 8969

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. SOS-2101(1)	2. COUNTY Lincoln	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Besides additional and incidental, work involving construction of aggregate base and asphalt concrete paving, and construction of concrete curbs and sidewalks was done on the Port Drive (Depoe Bay) Section of a City Street in Lincoln City.

Work was completed February 4, 1980.

5. CONTRACTOR'S NAME Oceanlake Paving Co.	6. CONTRACT AMOUNT $ 50,829.07

RECEIVED
STATE HWY ENGR
JUL 16 81
REFER TO
Keasey
FOR

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

cy 7/17

SIGNATURE (SHD Official)

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 70 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.143			

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY William H. Kappus	11. DATE OF INSPECTION 3-13-80

12. IN COMPANY WITH
G. Wimer, C. Williams, C. Elroy, S. Snider, R. Colbert, Pl Cattie, C. Bristol, M. Gibson &

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE William H. Kappus		16. SIGNATURE G K Hanson	
14. TITLE Area Engineer	15. DATE July 15 81	17. TITLE Field Operations Engineer	18. DATE 7/15/81

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

#8969 7-13-81 File L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Paul Bros., Inc. No. 8781	Cow Creek Safety Rest Area Douglas County	June 5, 1981
Dales Sand & Gravel Co., Inc. No. 9096	Scholls Hwy. @ Allen Blvd. (Beaverton) Washington County	June 5, 1981
R. L. Coats No. 9028	Plainview Rd.-Deschutes River Deschutes County	June 8, 1981
Oceanlake Paving Co. No. 8969	Port Drive (Depoe Bay) Lincoln County	June 12, 1981
Salem Road & Driveway Company No. 9138	Silverton Rd. NE & Lana Ave. (Salem) Marion County	June 16, 1981
Western Const., Inc. No. 8880	Brogan Hill-Brogan Malheur County	June 17, 1981
Weaver Construction Co. No. 9114	Wenaha River (Troy) Bridge Wallowa County	June 18, 1981
Hamilton Construction Co. No. 8989	Beaver Slough (McLean) & Clatskanie Slough (Erickson) Brs.	June 19, 1981
J. C. Compton Co. No. 9133	W. Cascade Locks Intchge.-Herman Creek, Hood River Co.	June 19, 1981
Tice Electric Co. No. 9154	Sandy Blvd. @ 50th & 70th Aves. Multnomah County	June 25, 1981
Hansen Electric Co., Inc. No. 9168	Oregon Coast Hwy. @ N. 22nd St. (Lincoln City) Lincoln County	June 25, 1981
Stach Construction Co. No. 9206	"D" Canal (6th St.) Bridge Klamath County	June 25, 1981
Roy L. Houck Construction Co. No. 8882	Pine St. NE-Academy St. NE (Salem) Marion County	July 7, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Ajax Electric Co. No. 9131	Portland Traffic Signals @ 5 Locations Multnomah County	July 7, 1981
Weaver Construction Co. No. 9231	Pine Creek (Main St.) Bridge Umatilla County	July 7, 1981
Platt-Kozowski Corp. No. 8919	Applegate River Bridge Josephine County	July 7, 1981

July 13, 1981

Keasey

C. T. Keasey
Asst. State Highway Engineer

8969.

L.

June 17, 1981

United Pacific Insurance Co.
Suite 600, 700 N.E. Multnomah
Portland, OR 97232

CON 3
#8969

Gentlemen:

Contract No. 8969 awarded to Oceanlake Paving Company for paving on Fort Drive in Depoe Bay, Lincoln County, was completed on June 5, 1981 and accepted by the State Highway Division on June 12, 1981.

Final payment in the amount of $2,876.42 will be released to the contractor after June 22, 1981. The total contract amount is $55,657.14 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

lad
cc: Oceanlake Paving Company
2300 S.E. Highway 101
Lincoln City, OR 97367

bc: C. W. Kenney
Walt Hart
V. E. Shang Attn: Dick Hoock
C. G. Fredrickson

8969

5-81

TOTAL TO DATE JOB COST SUMMARY — MAY 1981 — PAGE 212

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
		TOT	P1			52,795.22		
		TOT	N1			12.77		
		** JOB TOTALS **		**	**	52,808.99 **		
PORTOR-DEPOE BAY	CONT NO 8969	FA PROJ NOS SOS 101001 100					STATE	
	321 1007	201	00 P 1		1,060.00	64,858.67	80	80
	321 1007	203	00 P 1			9,300.00CR	80	80
	321 1007	204	00 P 1		53.00CR	2,777.93CR	80	80
	321 1007	295	00 N 9			6,850.00	79	79
	321 1007	296	00 N 9			57,101.00CR	79	80
	321 1007	298	00 N 9			50,251.00	79	80
	321 1007	900	00 P 1	13.23	46.79	7,324.71	79	81
	321 1007	920	00 P 1			32.98	79	79
consultant chg	321 1007	940	00 P 1		160.00	160.00	81	81
	321 1007	945	00 P 1		883.12	883.12	81	81
904-	321 1007	950	00 P 1			157.14	80	87
		TOT	P1	13.23	2,096.91	61,338.69		
		** JOB TOTALS **		13.23 **	2,096.91 **	61,338.69 **		
NW NYE ST-ORE COAST HWY	CONT NO 9142	FA PROJ NOS M 885001 38 M 890001 62					STATE	
	321 1009	201	00 P 1		56,164.29	56,164.29	80	81
	321 1009	201	00 P 2		80,327.90	80,327.90	80	81
	321 1009	203	00 P 1		2,850.00CR	2,850.00CR	81	81
	321 1009	204	00 P 1		5,033.22CR	5,033.22CR	80	81
	321 1009	204	00 P 2		1,648.89CR	1,648.89CR	80	81
	321 1009	296	00 N 9	21.37CR	118,179.02CR	118,179.02CR	80	81
	321 1009	298	00 N 9	21.37	118,179.02	118,179.02	80	81
	321 1009	900	00 P 1	155.49CR	2,490.67	2,490.67	80	81
	321 1009	900	00 P 2	253.72CR	3,810.89	3,810.89	80	81
	321 1009	900	00 N 1		6.21	6.21	80	80
	321 1009	900	00 N 2		10.14	10.14	80	80
	321 1009	911	00 P 1		12.71	12.71	81	81
	321 1009	911	00 P 2		20.75	20.75	81	81
	321 1009	920	00 P 1		28.83	73.21	80	80
	321 1009	920	00 P 2		47.02	119.40	80	80
	321 1009	940	00 P 1		54.15	54.15	81	81
	321 1009	940	00 P 2		88.35	88.35	81	81
	321 1009	941	00 P 1		1.11	1.11	81	81
	321 1009	941	00 P 2		1.83	1.83	81	81
	321 1009	945	00 P 1		8.92	8.92	81	81
	321 1009	945	00 P 2		14.54	14.54	81	81
		TOT	P1	155.49CR	50,877.46	50,921.84		
		TOT	P2	253.72CR	82,662.39	82,734.77		
		TOT	N1		6.21	6.21		
		TOT	N2		10.14	10.14		
		** JOB TOTALS **		409.21CR **	133,556.20 **	133,672.98 **		

8969

File in
SCA-SOS
DEPOE BAY

NARRATIVE REPORT

10-23-80

Project Name: Port Drive (Depoe Bay)
Highway: City Street
County: Lincoln
Contract No: 8969
Prefix No: 321-1007
F.A. Project No: SOS-2101(1)
Contractor: Oceanlake Paving Co.
Date: October 23, 1980
Prepared By: Ronald J. Colbert
Kraus & Dalke
Consulting Engineers
Albany, Oregon

INTRODUCTION

The basic design of the job was to provide sidewalks, curbs, and pavement on Port Drive, a city street located in the City of Depoe Bay, Lincoln County, Oregon.

JOB DESCRIPTION

Roadwork consisted of reconditioning existing base material and placing leveling course and two-inch (2") asphaltic cement pavement on 755 feet of roadway at an average width of 65 feet. In addition to the pavement 318 square yards of concrete sidewalk with 573 lineal feet of concrete curb and 580 lineal feet of welded steel pipe handrail was installed. Three (3) curb inlets and one (1) catchbasin with 111 feet of six inch (6") diameter culvert pipe and 98 feet of twelve inch (12") diameter culvert pipe were used to provide drainage on the project and to reroute drainage from adjacent areas.

Utilities on the project included electrical water, sewer and telephone. The electrical work consisted of relocating two (2) power poles on the east side of the street, this work was done by Central Lincoln P.U.D. and the relocating of electrical leads and conduit to the docks along the seawall, this work being done by the City of Depoe Bay. No water lines were moved, however, meter and valve boxes were adjusted to conform to new grades. Sewer lines were not relocated, all new grades were set to conform to existing manhole elevations. One existing telephone booth on the west side of the street was relocated to the east side to make room for the new sidewalk, the relocation work being done by the Depoe Bay Telephone Company.

OVERRUNS

Overruns were realized on four bid items and extra costs were experienced on four Price Agreement items. Each of the overrun items and Price Agreement items are listed below.

Contract Overruns:

Bid Item	Quantity Bid/Final	Comments
No.2 Reconditioning Old Roadbed(SQYD)	4900/4926	High precision obtained in remeasure as compared to original estimate.
No.3 Class C Asphalt (CUYD)	600/669.77	Additional paved area at south end of project and difficulty in maintaining specified 2-inch thickness at turns and other hard to work areas.
No.5 12-inch Culvert Pipe (LINFT)	52/89	Elimination of open ditch at south end of project necessitated additional pipe usage.
No.8 Concrete Walks (SQYD)	260/271	Bend in seawall necessitated use of more concrete to maintain minimum sidewalk width and straight line on curb.

No.10 Concrete Curbs (LINFT)	580/589	High precision in remeasure as compared to original estimate.
No.11 Extruded Curbs (LINFT)	240/393	Wrong value used on original estimate.

Price Agreement Items:

Item No.	Quantity	Comments
No.1 Extra Culvert (LS)	1	17 foot extension on 12-inch culvert pipe.
No.2 Sidewalk Ramps (LS)	1	Provide A.C. wheel chair ramps at each end of pond.
No.3 Paving Dam (LS)	1	Concrete paving dam required to construct A.C. sidewalk ramp at south end of project.
No.4 Reflectors (Each)	24	Used to delineate open ditch on east side of project.

GENERAL

The original date for work to begin on this project was 21 July 1979. Because of delays in work which was to be done by others, the contractor was unable to begin operations on the scheduled date. The delays were the result of problems the City of Depoe Bay encountered in constructing and relocating the electrical services to the docks. The problems stemmed from a combination of factors which were primarily related to funding and compliance with electrical codes.

STATEMENT OF OVER AND UNDER RUNS

Project Name: Port Drive (Depoe Bay)
Contractor: Oceanlake Paving Co.

Contract No. 8969
Date: 10/23/80

Item No.	Item	Unit	Contract Quantity	Final Quantity	% over or under	Comments
1	Aggregate Base	CuYd	390	375	4% under	More of existing base material was usable than originally estimated.
2	Reconditioning Old Road Bed	SqYd	4900	4926	1% over	Remeasure more accurate than original estimate.
3	Class C Asphalt	ton	600	669.77	12% over	Additional paved area at south end of project and difficulty of maintaining specified a.c. thickness at turns and other hard to work areas.
4	6-inch Culvert Pipe	LinFt	125	111	11% under	Able to shorten pipe run on east side by 14 feet.
5	12-inch Culvert Pipe	LinFt	52	89	56% over	Elimination of open ditch at south end of project necessitated additional pipe usage.
8	Concrete Walks	SqYd	260	271	4% over	Gradual bend in middle of seawall made it necessary to use more concrete in sidewalk to maintain a straight line on the curb and preserve minimum sidewalk width.
9	Handrail	LinFt	580	553	5% under	Original estimate did not allow for openings at ramps to docks.
10	Concrete Curbs	LinFt	580	573	2% under	Remeasure more accurate than original estimate.
11	Extruded Concrete Curb	LinFt	240	365	52% Over	Wrong value used in original estimate.
Additional Items As Per Price Agreement:						
#1	Extra Culvert	Lump Sum	1	1		Extension of 12-inch culvert pipe 17 feet.
#2	Sidewalk Ramps	Lump Sum	1	1		Provide A.C. Wheel Chair ramps at each end of sidewalk.
#3	Sidewalk Ramp Paving Dam	Lump Sum	1	1		Paving dam for wheel chair ramp at south end of project.
#4	Reflectors	Each	24	24		Provide reflectors along open ditch on east side of project.

8969

CITY of DEPOE BAY
Post Office Box 8 -:- Depoe Bay, Oregon 97341 -:- (503) 765-2361

REGION 2 ENGINEER
RECEIVED
SEP 5 1980
☐ ELE [✓ RE] [✓ RCE] [✓ RME] ☐ RTE ☐ RGE ☑ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV [✓ REE]

September 2, 1980

Mr. Ronald J. Colbert, P.E.
Kraus & Dalke Consulting Engineers
P O Box 725
Albany, OR 97321

Dear Mr. Colbert,

The City of Depoe Bay accepts the Port Drive Project as being completed. The City has found the improvements to Port Drive as completed under Oregon State Highway Division Contract No. 8969, Federal Aid Project Number SOS-2101 (1), to be satisfactory and accepts the improvements.

Sincerely,

W. W. Wahl

W. W. Wahl
Mayor, City of Depoe Bay.

cc: Charles W Elzey, Newport
✓Oceanlake Paving Co., Lincoln City
Gerald Wimer, Salem

cc C. T. Kennedy
D.E. Swan

8969

321-1007

August 29, 1980

Kraus & Dalke
Consulting Engineers
276 NW Hickory St.
PO Box 728
Albany, OR 97321

Re: Port Drive Section
Depoe Bay City Street
Off-System SOS-2101 (1)
Contract No. 8969

Attn: Ronald J. Colbert

Thank you for your prompt response to my August 19 letter requesting final records for the subject project.

What you submit as a semi-final progress estimate will be paid as a progress estimate but cannot be processed as a semi-final until you submit the supporting records.

Please review your third notification. If the contractor submitted all of the required paperwork April 8, 1980, as you certify, then you are derelict in not submitting this information to us. In addition the contractor is entitled to interest wholly at the city of Depoe Bay's expense on his retainage commencing May 8, 1980. Please clarify. This makes it all the more important for you to submit your final records through Mr. Elroy at your earliest possible time. You indicated in your letter completing and forwarding these records by this date. If so, very good. However, please submit the corrected third notification if upon review you deem appropriate.

Thank you in advance for your early attention to the above.

Sincerely,

Gerald Wimer

Gerald Wimer
REGION CONSTRUCTION ENGINEER

GW/rgb
cc: City of Depoe Bay
Ocean Lake Paving Co.

bc: C. T. Keasey w/original Semi-final estimate
w/copy third notification
Chuck Elroy w/copy third notification
Colbert's Aug. 25 letter
[redacted]copy third notification
w/copy colbert's Aug. 25 letter

Form E-223—[illegible]—6-60

OREGON STATE HIGHWAY DIVISION

Notification of Commmencement and Completion Dates for Contract Projects

Section Port Drive (Depoe Bay)
Contract No. 8969

Kind of Work Paving
F. A. Project No. SOS-2101(1)

Highway City Street
Date of Award of Contract 10 July 1979

County Lincoln
Specified ~~Work~~ Calendar Days 196

Contractor Oceanlake Paving Company
Work Day Count Starts 21 July 1979

First Notification:

Commencement date

Second Notification:

Completion date
Work Days Used

REGION 2 ENGINEER
RECEIVED
AUG 2 6 1980
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSU ☐ ENV ☐ HFE

Third Notification:

Date on which contractor completed the removal of equipment and plant and the cleaning up of the site and submitted all certifications, bills, forms and documents required under this contract 8 April 1980 (Completion of additional items as per price agreements)

Date 7/30/80
Ronald J. Colbert
Resident Engineer

Instructions: Use this form for reporting first, the date on which work under the contract is commenced; second, the date on which the work is completed, and third, the date on which the removal of plant and the cleaning of the site is completed, and all certifications, bills, forms and documents required under this contract have been submitted. Each date is to be reported as soon as it becomes known. Report second and third notifications on the same form when occurring simultaneously. Each report is to be made in triplicate. The original copy is to be sent to the Construction Engineer at Salem. The duplicate copy is to be sent to the Region Engineer. The triplicate copy is to be retained by the Resident Engineer.

[illegible]

8969

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

August 19, 1980

Kraus & Dalke
276 NW Hickory Street
P.O. Box 725
Albany, OR. 97321

Port Drive Section
Depoe Bay City Street
Off System Project SOS-2101(1)
Contract No. 8969

Dear Sirs:

The Oregon Transportation Commission awarded the subject project July 10, 1979, to Ocean Lake Paving Company with 75 calendar days to complete the work. Your firm provided the original design. You were also to provide construction engineering. The intent was to complete the project in the fall of 1979.

Through unforeseen delays and final inspection requirements, the basic project was completed February 1, 1980, and the final inspection requirements April 7, 1980.

To date, we have not received a third notification. Apparently the contractor has not furnished the required paperwork. In particular, they are to furnish many of the items listed in Resident Engineer Chuck Elroy's August 14, letter to you.

With the extreme elapse of time, it appears appropriate that your staff meet with Ocean Lake Paving Company personnel to carefully review what you expect from them and secure it in the near future. In addition, your early submittal of the semi-final records is very important. These records need not await for all of the final documentation from the contractor. Our staff needs time to review and check these semi-final records. Once the contractor furnishes all of his required paperwork, State law requires interest payment on his retainage commencing thirty (30) days after his final submittal. Interest payments are not reimbursable with federal funds. According to the agreement with the City, they must pay 100% of any non-participating costs with their own funds.

If Mr. Chuck Elroy, this office's representative, can be of assistance to you, please call upon him.

Sincerely,

ORIGINAL SIGNED BY
GERALD W. WIMER

Gerald Wimer
Region II Engineer

GW:dr
cc: City/Depoe Bay
Ocean Lake Paving Co.

bc: C. T. Keasey, Chuck Elroy
[redacted] REYNOLDSON

8969

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No. CON 5 #8969

April 1, 1980

NOTED
H. S. COULTER

Oceanlake Paving Company
2300 S.E. Highway 101
Lincoln City, OR 97367

Re: Time Extension Request
Port Drive (Depoe Bay)
FAP No. SOS-2101(1)
Contract No. 8969

Gentlemen:

Our letter to you dated March 10, 1980 granted an extension of contract time amounting to 121 calendar days. The extension of time was based upon the erroneous information that 196 calendar days had been charged to the project. We now find that the day count ran from July 20, 1979 through February 4, 1980 with 199 calendar days charged.

The intent of the time extension was to eliminate all liquidated damages. We are therefore modifying the extension and are hereby granting a total of 124 calendar days, or an additional three days.

Sincerely,

C. T. Keasey

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter
C. O. Fredrickson
C. W. Elroy
R. J. Colbert (Kraus & Dalke)
Robert Church
FHWA

RECEIVED
STATE HWY ENGR
APR 2 '80
REFER TO
FOR

Info	Invest	R/D	D/R	Sam	Act	File
						✓

Form 734-3122

#8969

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No. CON 5 #8969

March 10, 1980

Oceanlake Paving Company
2300 S.E. Highway 101
Lincoln City, OR 97367

Re: Time Extension Request
Port Drive (Depoe Bay)
FAP No. SOS-2101(1)
Contract No. 8969

Gentlemen:

Your request for additional contract time on the above project has been carefully reviewed. A time extension of 121 calendar days is hereby granted due to delays encountered by the City of Depoe Bay in completing electrical installations.

This will eliminate all liquidated damages on this project.

Noted
H. S. COULTER

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter
C. O. Fredrickson
C. W. Elroy
R. J. Colbert (Kraus & Dalke)
Robert Church
FHWA

RECEIVED
STATE HWY ENGR
MAR 10 '80
REFER TO
FOR

Info	Invest	R/D	D/R	Sgn	Act	File
						✓

Form 734-3122

#8969

2

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project SOS-2101(1)
Port Drive Section
Depoe Bay City Street
Time Extension Request

Date: March 5, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. Scott Coulter, State Highway Engineer
Oregon State Highway Division

As set forth in Mr. Jackmond's February 21, 1980 letter, we concur in the recommendation that Oceanlake Paving Company be granted a 121 day time extension on the subject contract, and that FHWA participate in the extension of time.

G.K. Greene
for G. L. Green

RECEIVED
STATE HWY ENGR
MAR 7'80
REFER TO
Keasey
FOR

Info	Invest	R/D	D/R	Sign	Act	File

3/10
cy

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments
DEPT

378-6594
TELEPHONE

CON 5

TO: Warren Richards
Construction Office Manager

DATE: April 4, 1980

R.D. Church by MK

FROM: R. D. Church
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 8969, Work Completed February 4, 1980

Project Port Drive (Depoe Bay)

Highway City Street

County Lincoln

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date ____________________

Construction Office Manager

RDC:mk

cc: J. B. Boyd
Don Harwell
Edward Haury
John Jenkins
Donald Trout
Leo King

m Don H.

8969

L.

FORM 81-734-3231

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Port Drive (Depoe Bay)

WEEK ENDING: 3-29-80

SECTION PREFIX: 321-1007

HIGHWAY: City Street

COUNTY: Lincoln

AME OF JOB: Port Drive (Depoe Bay)

KIND OF WORK: Paving

ONTRACTOR: Oceanlake Paving Company

CONTRACT NUMBER: 8969

FEDERAL AID PROJECT NUMBER: SOS-2101(1)

ATE OF CONTRACT: 7-10-79

DATE WORK STARTED:

ESTIMATED COMPLETION DATE:

VERAGE FORCE ON PROJECT FOR THE WEEK:

EN 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 196

CALENDAR DAYS USED 195

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED 99%

ROJECT AUTHORIZATION: $58,313.79

XCLUSIVE OF ENGINEERING: $53,220.88

STIMATED COST OF COMPLETED ROJECT, EXCLUSIVE OF NGINEERING: $53,220.88

ENGINEERING AUTHORIZATION $7,250.00

ENGINEERING COST TO DATE $7,205.30

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%

STIMATED PERCENT: OVERRUN UNDERRUN 3.9%

PERCENT OF AUTHORIZATION 99%

DATE PROJECT WAS COMPLETED: 2/1/80

ESTIMATED PERCENT COMPLETE (ROADWORK)

LEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Curbs	Sidewalk
		100	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
ILES IN PROJECT	.14				.14
ILES PARTIALLY COMPLETED	0				0
ILES COMPLETED	.14				.14
OTAL ESTIMATED QUANTITIES (CONTRACT)	.14				.14
OTAL QUANTITIES CORRECTED TO DATE	390 c.y.				667 tons
STIMATED QUANTITIES MOVED OR PLACED TO DATE	390 c.y.				667 tons
VERAGE DAILY QUANTITIES					
VERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
UMBER OF SHIFTS PER DAY					
OURS PER SHIFT					

QUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
APR 2 1980
CONSTRUCTION
BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Olson

Richards
Berg
Inlow
Wilmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 23	
MONDAY 24	
TUESDAY 25	
WEDNESDAY 26	
THURSDAY 27	
FRIDAY 28	
SATURDAY 29	

REMARKS

Final inspection on 3/3/80.

Awaiting contractor and City to complete minor corrections prior to final aceptance.

Project completion date was erroneously reported as 2/4/80 on previous reports, correct completion date is 2/1/80.

SIGNED Ronald J. Collint LOCATION

PRIME RESIDENT SUBMIT 2 COPIES. WHEN STUDIES AND DESIGNS BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8969

CON 5

DATE: October 19, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

Federal-aid Project
No. SOS-2101(1)

SUBJECT: Notification Contract Work Started

Contract 8969, Work Started September 4, 1979

Project Port Drive (Depoe Bay)

Highway City Street

County Lincoln

RDC:mk

cc: R. D. Church

8969

7/24/79

TRANSFER of funds to Rainier

D st. to H st. Section
4th Street SOS-0504(1)

Federal funds needed for project	$ ~~60,755~~ 61,738
Federal funds avaliable	$ ~~51,522~~ 51,462
Additional funds needed	$ ~~9,233~~ 10,276

Funds to be transferred from :-

Old Dry Creek - Ochoco Hwy Section GRANT Co. SOS-0700(2)	$ ~~8000~~ 8810
Port Drive Section Depoe Bay SOS-2101(1)	$ ~~[illegible]~~ 1466
	$ ~~9,233~~ 10276

8969

7/24/79

TRANSFER of funds to Rainier

D st. to H st. Section
4th Street SOS-0504(1)

Federal funds needed for project	$ ~~60,735~~ 61,738
Federal funds avaliable	$ ~~51,462~~ 51462
Additional funds needed	$ ~~9,273~~ 10,276

Funds to be transferred from :-

Old Dry Creek- Ochoco Hwy Section GRANT Co. SOS-0700(2)	$ ~~8810~~ 8810
Port Drive Section Depoe Bay SOS-2101(1)	$ ~~463~~ $1466
	$ ~~9,273~~ 10276

8969

59,360
5140
64,500
1,466 transferred to Rainier SOS-050(1)
63,034
58,319
$4,715 remaining Fed Funds

June 29, 1979

City of Depoe Bay
City Hall
Depoe Bay, OR 97341

Attn: Ms. Deborah H. Barnett
City Recorder

Gentlemen:

On June 28, 1979 a satisfactory bid was received from Ocean Lake Paving Co. at Lincoln City, OR for the Port Drive (Depoe Bay) Section SOS-2101(1).

Pt #loan constant

This is an SOS project and the city's advance deposit based upon the contractor's bid is as follows:

	Alt. "A"	Alt. "B"
Bid Items	$50,829.07	$40,818.27
Erosion Control	100.00	100.00
4½% Contingencies	2,291.81	1,627.82
10% Engineering	5,082.91	4,081.83
Est. Construction Costs	$58,313.79	$46,507.92
Est. PE Costs	9,500.00	9,500.00
Est. Total Project Cost	$67,813.79	$56,007.92
Less Federal Funds 86%	-58,319.86	-48,166.81
Less Prior PE Advance Deposit	- 860.00	- 860.00
City's Share of Project Costs	$ 8,633.93	$ 6,981.11

transferred to

By rounding the City's Advance Deposit is $ 8,650.00 $ 7,000.00

Rec'd 7/10/79
Informed Phil Stearns & E.J. Haney

#1466 Fed. Rainier

Please make your check in the amount of $8,650.00 or $7,000.00 payable to the Oregon State Highway Division and send it to Highway Accounting Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 20, 1979.

Returning the #1466 on 8-25-81

Very truly yours,

D. E. Swan
Operation Programming Engineer

Paul Ellis
Former Council
from when project setup

Home 765-2456
City Hall 765 2361

HR:dms

bc: w/AD#653: Vern Skoog-Please return completed AD#653 when check is received.
Reg. 2 Federal Aid Engineer Phil Stearns

8969

P

STATE OF OREG
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTERO CE MEMO

TO: FILE

DATE: June 22, 1979

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 28, 1979 Bid Letting

Port Di.

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 28 on the following projects:

1. Intersection of Pacific Hwy. East and Berg Parkway in Canby
   Clackamas County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Silverton Road N.E. @ Condon Road N.E.
   Marion County
   Traffic Signals

   Same as No. 1.

3. Columbia River Hwy. at Umatilla River Bridge Spur
   Umatilla County
   Traffic Signals

   Same as No. 1.

4. D Street-F Street
   4th Street West, City of Rainier
   Columbia County
   Grading and Paving
   36-foot roadway provided on this project

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

5. Wharf Street (Brookings)
   City Street, Curry County
   Grading and Paving
   40-foot roadway provided on this project

   Same as No. 4.

6. Port Drive (Depoe Bay)
City Street, Lincoln County
Base and Paving
Variable width street/parking area with pedestrian sidewalk provided on this project.

7. N.E. Maywood Place
East Portland Freeway, Multnomah County
Landscaping

Same as No. 1.

8. Columbia River (Interstate) Bridge
Pacific Hwy., Multnomah Co., Oregon and Clark Co., Washington
Paving
Structure resurfacing

Same as No. 1.

9. N. Newman Ave.-N. Woolsey Ave., N. Greeley Ave.-N. Delaware Ave. and N.E. 67th Avenue at N.E. Hassalo (Portland)
City Streets, Multnomah County
Grading and Paving
Newman-Woolsey - 6-foot sidewalks with curb ramps provided for bicycle and pedestrian traffic.
Greeley-Deleware - 5-foot sidewalk being constructed between sections of existing sidewalk for pedestrians and bicycle use.
N.E. 67th - curve realignment; curve cuts being constructed.

10. Nelson Point Interchange
Old Oregon Trail Highway, Baker County
Grading and Paving
Reconstruction of Interchange legs. 4-to-6-foot shoulders available.

Same as No. 4.

11. Prairie Road-Irving Road and Park Avenue-River Road
Northwest Expressway (Eugene), Lane County
Base and Paving
4-8-foot shoulders available

Same as No. 4.

12. Willamette River-Goshen
Pacific Highway, Lane County
Grading and Paving
Slope widening and overlay. 10-foot shoulders available.

Same as No. 4.

13. N. Albany, Santiam Hwy. and Lebanon Road Interchanges
Pacific Highway, Linn County
Overlay and Safety on Interchange Ramps

Same as No. 4.

14. Grand Ronde (MP 20.0-21.7)
Salmon River Highway, Polk County
Grading and Paving
6-to-8-foot shoulders throughout project. Shoulders to be striped and signed as bikeways.

15. Nehalem River (CCC) Bridge
Foss Road, Tillamook County
Structure
30-foot roadway on structure, 24-foot roadway on approaches with 3-foot gravel shoulders.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

16. Sandy E.C.L.-E. Brightwood Loop
Mt. Hood Highway, Clackamas County
Oiling
Pavement Seal. 8 and 10-foot shoulders to be striped and signed as a bikeway.

RS:ge

cc F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8969

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

6-6-79

LETTER OF APPROVAL A /OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-2101(1)

STAT JECT NO. See below

COUNTY NAME Lincoln

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

RECEIVED
STATE HWY ENGR
JUN 22'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

6-22 orig to

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80189

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED 8-17-78	DATE AUTHORIZATION EFFECTIVE 6-6-79	FEDERAL ROUTE NUMBER	Non Federal-aid
		STATE ROUTE NUMBER	City Street

GENERAL LOCATION:

copy

Coast Drive and Port Drive (Depot Bay)

GENERAL DESCRIPTION OF WORK:

Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated April 26, 1979, that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

Coast Dr. improv. taken out of this project & put into another. Just Port Drive remains

DATE 6-6-79

SIGNATURE OF APPROVING OFFICIAL G. K. H

for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—828-787

8969

5-79

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                                   321   1972     914      00 P 1                                                 [illegible]
                                   321   1972     915      00 P 1                                    62.45              62.45
                                                  TOT      P1                                        62.45             245.89
                                                  TOT      N1                                         6.09               6.09
                                               ** JOB TOTALS **                         **           68.54   **        251.98   **

   COAST DR-PORT OR DEPOE BAY    CONT NO          FA PROJ NOS SOS 101001 100                                                        STATE
                                   321   1988     295      00 N 9                                   660.00             660.00
                                   321   1988     296      00 N 9                 534.68CR        3,023.09CR         3,023.09CR
                                   321   1988     298      00 N 9                 534.68          2,363.09           2,363.09
                                   321   1988     901      00 P 1                 107.20            238.87             238.87
                                   321   1988     905      00 P 1                 247.80            975.09             975.09


TOTAL TO DATE JOB COST SUMMARY                                                                    MAY 1979           PAGE 710
                                                                                                   FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX        FUNCTION   GR   CURRENT MONTH             YEAR TO DATE           TO DATE
                                   321   1988     910      00 P 1                  71.92          1,410.69           1,410.69
                                   321   1988     911      00 P 1                                    76.62              76.62
                                   321   1988     914      00 P 1                                   118.33             118.33
                                   321   1988     920      00 P 1                  51.36             63.60              63.60
                                   321   1988     921      00 P 1                 485.50            588.22             588.22
                                   321   1988     922      00 P 1                  12.57             33.22              33.22
                                                  TOT      P1                     976.35          3,504.44           3,504.44
                                               ** JOB TOTALS **                   976.35   **     3,504.44   **      3,504.44   **

   SPTC XING@BUTLR BR RD-TOLEDO  CONT NO          FA PROJ NOS RRS 525001 100                                                        STATE
                                   321   1991     905      00 P 1                  17.10             17.10              17.10
                                                  TOT      P1                      17.10             17.10              17.10
                                               ** JOB TOTALS **                    17.10   **        17.10   **         17.10   **

   GEARY ST RRXING(ALBANY)CTY ST CONT NO          FA PROJ NOS RRP 925001 100                                               00       STATE
                                   322   1935     296      00 N 9                                   907.07CR           907.07CR
                                   322   1935     298      00 N 9                                   907.07             907.07
                                   322   1935     901      00 P 1                                                      946.85
                                   322   1935     905      00 P 1                                     2.05              61.01
                                                  TOT      P1                                         2.05           1,007.86
                                               ** JOB TOTALS **                         **            2.05   **      1,007.86   **

   MADISON ST RRXING (ALBANY CTY CONT NO          FA PROJ NOS SRS 00S066 100                                               00       STATE
                                   322   1936     296      00 N 9                                 1,137.09CR         1,137.09CR
                                   322   1936     298      00 N 9                                 1,137.09           1,137.09
                                   322   1936     901      00 P 1                                                      983.62
                                   322   1936     905      00 P 1                                     2.08           [illegible]
                                   322   1936     914      00 P 1                                                  [illegible]
                                   322   1936     918      00 P 1                                                  [illegible]
```

No Consultant charges as yet

should be $6000
3500
$9,500

```
                                   321   1972       914        00 P 1
                                   321   1972       915        00 P 1                             62.45             62.45
                                                    TOT           P1                              62.45            245.89
                                                    TOT           N1                               6.09              6.09
                                              ** JOB TOTALS **                      **            68.54    **      251.98    **

   COAST DR-PORT DR DEPOE BAY   CONT NO        FA PROJ NOS SOS 101001 100                                                       STATE
                                   321   1988       295        00 N 9                            660.00            660.00
                                   321   1988       296        00 N 9          534.68CR        3,023.09CR        3,023.09CR
                                   321   1988       298        00 N 9          534.68          2,363.09          2,363.09
                                   321   1988       901        00 P 1          107.20            238.87            238.87
                                   321   1988       905        00 P 1          247.80            975.09            975.09
```

No Consultant charges as yet

should be $6000
3500
$9500

5-79

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 TOTAL TO DATE JOB COST SUMMARY                                                           MAY 1979         PAGE  710
                                                                                          FISCAL          GRAND TOTAL
 DESCRIPTION OF JOB OR DEPARTMENT      PREFIX       FUNCTION   GR  CURRENT MONTH      YEAR TO DATE        TO DATE
                                   321   1988       910        00 P 1           71.92          1,410.59          1,410.59
                                   321   1988       911        00 P 1                             76.62             76.62
                                   321   1988       914        00 P 1                            118.33            118.33
                                   321   1988       920        00 P 1           51.36             63.50             63.50
                                   321   1988       921        00 P 1          485.50            588.22            588.22
                                   321   1988       922        00 P 1           12.57             33.22             33.22
                                                    TOT           P1           976.35          3,504.44          3,504.44
                                              ** JOB TOTALS **                 976.35   **     3,504.44    **    3,504.44    **

   SPTC XING@BUTLR BR RD-TOLEDO  CONT NO       FA PROJ NOS RRS 525001 100                                                       STATE
                                   321   1991       905        00 P 1           17.10             17.10             17.10
                                                    TOT           P1            17.10             17.10             17.10
                                              ** JOB TOTALS **                  17.10   **        17.10    **       17.10    **

   GEARY ST RRXING(ALBANY)CTY ST CONT NO       FA PROJ NOS RRP 925001 100                                            00         STATE
                                   322   1935       296        00 N 9                            907.07CR          907.07CR
                                   322   1935       298        00 N 9                            907.07            907.07
                                   322   1935       901        00 P 1                                              946.85
                                   322   1935       905        00 P 1                              2.05             61.01
                                                    TOT           P1                               2.05          1,007.86
                                              ** JOB TOTALS **                      **             2.05    **    1,007.86    **

   MADISON ST RRXING (ALBANY CTY CONT NO       FA PROJ NOS SRS 00S066 100                                            00         STATE
                                   322   1936       296        00 N 9                          1,137.09CR        1,137.09CR
                                   322   1936       298        00 N 9                          1,137.09          1,137.09
                                   322   1936       901        00 P 1                                              983.62
                                   322   1936       905        00 P 1                              2.08             64.26
                                   322   1936       914        00 P 1                                               89.60
                                   322   1936       918        00 P 1
```
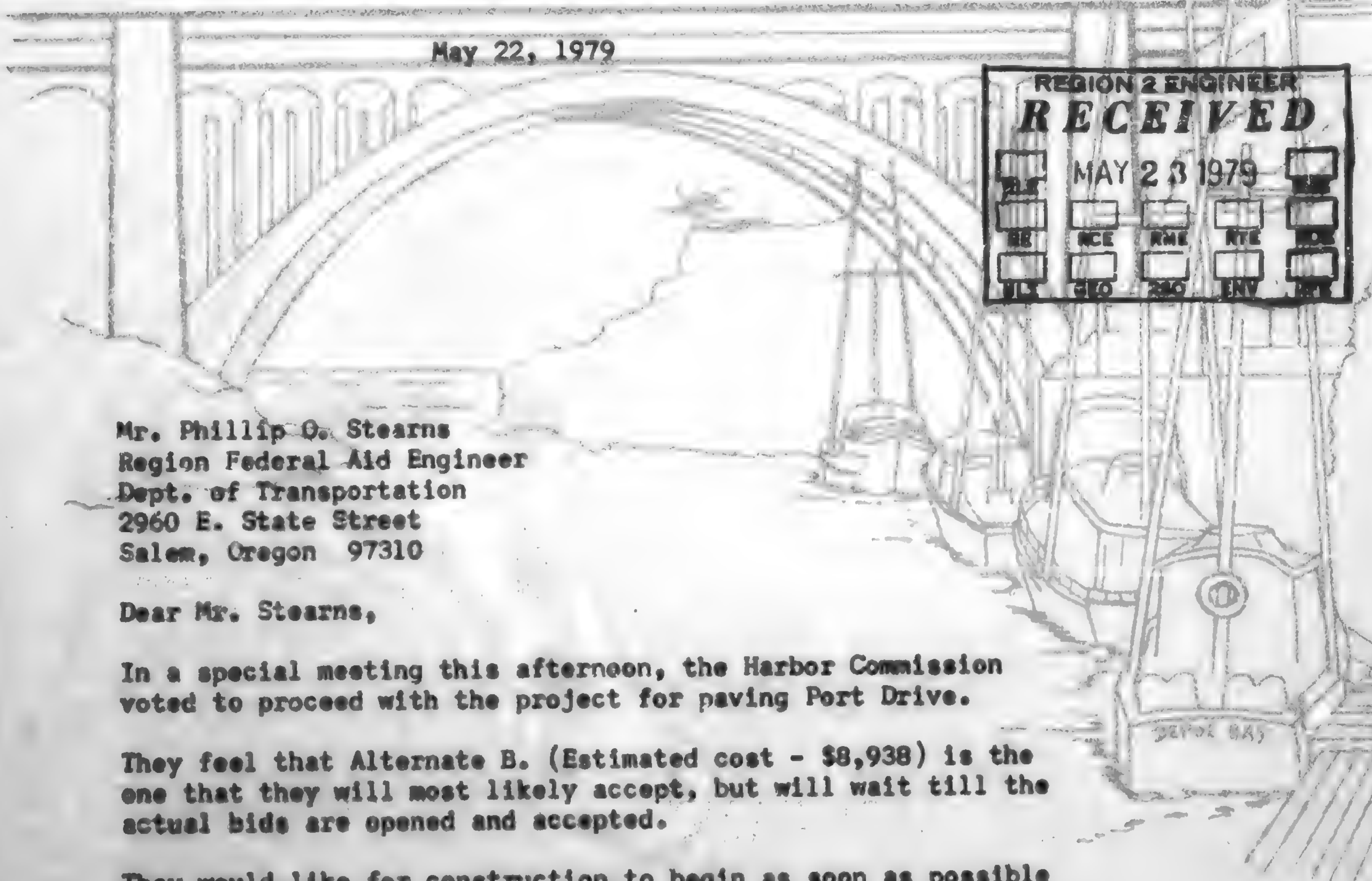

8969

8969

CITY of DEPOE BAY

Post Office Box 8 -:- Depoe Bay, Oregon 97341 -:- (503) 765-2361



May 22, 1979

REGION 2 ENGINEER
RECEIVED
MAY 23 1979
☐ ☐
☐ SE ☐ RCE ☐ RME ☐ RTE ☐
☐ ☐ GEO ☐ ☐ ENV ☐

Mr. Phillip O. Stearns
Region Federal Aid Engineer
Dept. of Transportation
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns,

In a special meeting this afternoon, the Harbor Commission voted to proceed with the project for paving Port Drive.

They feel that Alternate B. (Estimated cost - $8,938) is the one that they will most likely accept, but will wait till the actual bids are opened and accepted.

They would like for construction to begin as soon as possible after the bids are opened and awarded.

If we can be of further help, please contact our office.

Sincerely,

H. V. Taunton, President
Depoe Bay Harbor Commission

Deborah H Barnett

Deborah H. Barnett, City Recorder/Port Clerk
City of Depoe Bay

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
H
MAY 2[illegible] 1979
N M
File: PM FA
LG OP
TAA ________

Section Port Dr (Depoe Bay) Programming Estimate $

Highway City Street (Depoe Bay) Project Length

County Lincoln Completion Time [illegible]

Kind of Work Paving

Prefix 72-1958 FA Project No. 505-2101

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 5/10/79

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Prog. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Region Number 2
District Number

ATTENTION: Phil Stearns

FROM: Proj. Mngt.

COMMENTS: Please forward to city

Form 731-0022 (7/76)

ract Amount Alt B $ 52727 50

100

$ 100

$ 52,827

Contingencies (4-1/2%) 2377

Engineering (10 %) 5282

~~SUBTOTAL~~ $

~~Credit for~~

Estimated Net Authorization, Construction $ 60,487 49 Alt. B

$ 100,539 59 Alt. A

APPROVED

	Alt. B.	Alt. A
	$ 60 487.49	$ 100,539.59
Est. P.E. Costs	9500.00	9,500.00
	$ 69,987 49	$ 110,039 59
Less Fed funds	$ 60,189.24	64,500.00
Less P.E. Ad. Deposit	860.00	860.00
City share	$ 8,938.25	$ 44,679.59

86% (69,987.49) = Est 60,189.24

Road Design Engineer

Section Port Dr (Depo Bay) Programming Estimate $ 61,000 Rem.

Highway City Street Project Length

County Lincoln Completion Time 90 Cal. days

Kind of Work Paving

Prefix 321-1988 FA Project No. SOS - 8101(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount AH B $ 52727^{50}

Anticipated Additional Items:

Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished		
Install Water Meter		$ 100
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		

$ 52,827^{50}

Contingencies (4-1/2%) 2377^{24}

Engineering (10 %) 5282^{75}

~~SUBTOTAL~~ $

~~Credit for~~

Estimated Net Authorization, Construction $ 60,487^{49} AH.

APPROVED 100,539^{59} AH+

Road Design Engineer

1.

GON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 6-7-79

Section Port Drive (Depoe Bay)
County
Kind Of Work
Length
Name Day

5-8-79 B

No	Item	Code	Unit	Quant.	Unit Cost	Total
	ALTERNATE "A"					
1	Aggregate Base		Cu. Yd.	390	16 75	6532 50
	Reconditioning Old Roadbed		Sq Yd	4900	2 10	10,290 00
	Class "C" Asphalt Concrete		Ton	600	35 00	21,000 -
	6-inch Culvert Pipe		Lin Ft	125	21 00	2625 -
	12-inch Culvert Pipe		Lin Ft	52	25 00	1300 -
	Catch Basins		Each	1	500 00	500 -
	Inlets		Each	3	700 00	2100 -
	Concrete Walks		Sq Yd	260	23 00	5980 -
	Handrail		Lin Ft	580	50 00	29000
	Concrete Curbs		Lin Ft	580	13 00	7540 -
	Extruded Concrete Curb		Lin Ft	240	3 50	840
	ALTERNATE "B"				Alt "A"	87707 50
	Aggregate Base		Cu Yd	390	16 75	6532 50
	Reconditioning Old Roadbed		[illegible]	4900	2 10	10,290
	Class "C" Asphalt Concrete		[illegible]	600	35 00	21,000
	6-inch Culvert Pipe		[illegible]	125	21 00	2625
	12-inch Culvert Pipe		[illegible]	52	25 00	1300
	Catch Basins		[illegible]	1	500 00	500
	Inlets		Each	3	700 00	2100
	Concrete Curbs		[illegible]	580	13 00	[illegible]
	Extruded Concrete Curb		[illegible]	240	3 50	[illegible]
					Alt "B"	52,727 50

[illegible] CONT NO [illegible]

[illegible] JOB TOTALS [illegible]

[illegible] CONT NO [illegible]

Add on the Consultant Costs

TOTAL TO DATE JOB COST SUMMARY

[illegible] 1979

PAGE [illegible]

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	[illegible]	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
		[illegible] JOB TOTALS [illegible]		[illegible]	[illegible]	[illegible]

[illegible] CONT NO [illegible] STATE

[illegible] JOB TOTALS [illegible]

[illegible] CONT NO [illegible] STATE

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[illegible]                    CONT NO      FR PROJ NBS [illegible] 100                                        [illegible]   STATE
                     321   1972       [illegible]   00 [illegible]                        [illegible]CR      [illegible]
                     321   1972       [illegible]   00 [illegible]                        [illegible]        [illegible]
                     321   1972       [illegible]   00 P 1                                                  [illegible]
                     321   1972       [illegible]   00 [illegible]     [illegible]          [illegible]      [illegible]
                     321   1972       [illegible]   00 P 1                                                   71.19
                     321   1972       [illegible]   00 P 1                                                  [illegible]
                     321   1972       [illegible]   00 P 1                                [illegible]       [illegible]
                                      TOT           P1                                    [illegible]       [illegible]
                                      TOT           [illegible]        [illegible]        [illegible]       [illegible]
                                   ** JOB TOTALS **             [illegible] **            [illegible] **    [illegible] **

[illegible] DEPOT BAY        CONT NO      FR PROJ NBS [illegible] 100                                                      STATE
                     321   1968       [illegible]   00 H 9                                  [illegible].00       [illegible].00
                     321   1968       [illegible]   00 H 9         [illegible]CR          [illegible].11CR     [illegible].11CR
                     321   1968       [illegible]   00 H 9         [illegible]            [illegible].41       [illegible].41
                     321   1968       901           00 P 1                                  131.67               131.67
                     321   1968       [illegible]   00 P 1                                  [illegible]          [illegible]
                     321   1968       [illegible]   00 P 1                                  1,[illegible]        1,[illegible]
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Add on the Consultant Costs

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TOTAL TO DATE JOB COST SUMMARY                                              MARCH 1979           PAGE [illegible]
                                                                            FISCAL               GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX     FUNCTION  OB  CURRENT MONTH  YEAR TO DATE         TO DATE
                     321   1968       [illegible]   00 [illegible]                    [illegible]          [illegible]
                     321   1968       [illegible]   00 [illegible]                    116.[illegible]      116.[illegible]
                     321   1968       [illegible]   00 [illegible]                    12.[illegible]       12.[illegible]
                     321   1968       [illegible]   00 [illegible]                    [illegible]          [illegible]
                                      TOT           [illegible]                       [illegible]          [illegible]
                                   ** JOB TOTALS **                        **         [illegible].76 **    [illegible].76 **

[illegible] CTY ST CONT NO           FR PROJ NBS [illegible] 100                                          **     STATE
                     322   1936       [illegible]   00 [illegible]                    [illegible]CR        [illegible]CR
                     322   1936       [illegible]   00 [illegible]                    [illegible]          [illegible]
                     322   1936       [illegible]   00 P 1                                                 [illegible]
                     322   1936       [illegible]   00 P 1                            [illegible]          [illegible]
                                      TOT                                             [illegible]          [illegible]
                                   ** JOB TOTALS **                        **         [illegible] **       1,[illegible] **

[illegible] CTY CONT NO              FR PROJ NBS [illegible] 100                                          **     STATE
                     [illegible] 1936 [illegible]   00 [illegible]   [illegible]CR                         [illegible]CR
                     [illegible] 1936 [illegible]   00 [illegible]   [illegible]                           [illegible]
                     [illegible] 1936 [illegible]   00 [illegible]                                         [illegible]
                     [illegible] 1936 [illegible]   00 P 1                            [illegible]          [illegible]
                     [illegible] 1936 [illegible]   00 P 1                                                 [illegible]
                     [illegible] 1936 [illegible]   00 P 1                                                 [illegible]
```

8969 Depoe Bay

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 26, 1979

SUBJECT: CORRECTED
Right of Way Certification
F. A. Projects
Bid Opening May 24, 1979

FROM: Rod Henry, Assistant
Right of Way Manager

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. SOS-210(1)   Highway No. 2021 [redacted]

Federal-aid Project Name Port Drive ([redacted])

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[XX] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

8969

4-9-79

OF OREGON

F TRANSPORTATION

HWAY DIVISION

PROPOSED PROJECT

AND PAVING

EPOE BAY) SEC.

STREET

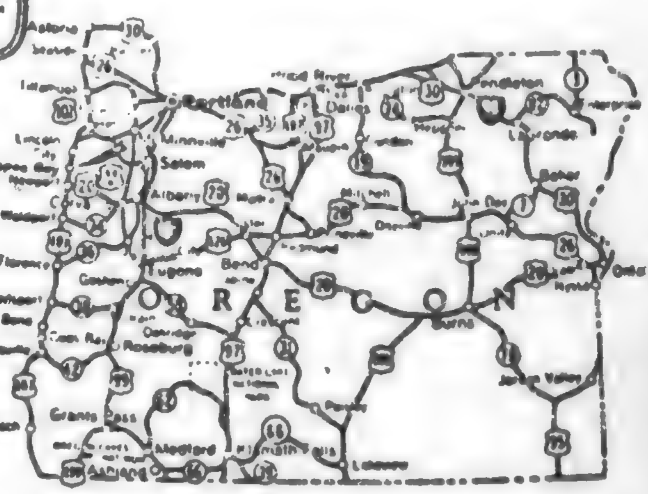
COUNTY

ARY, 1979

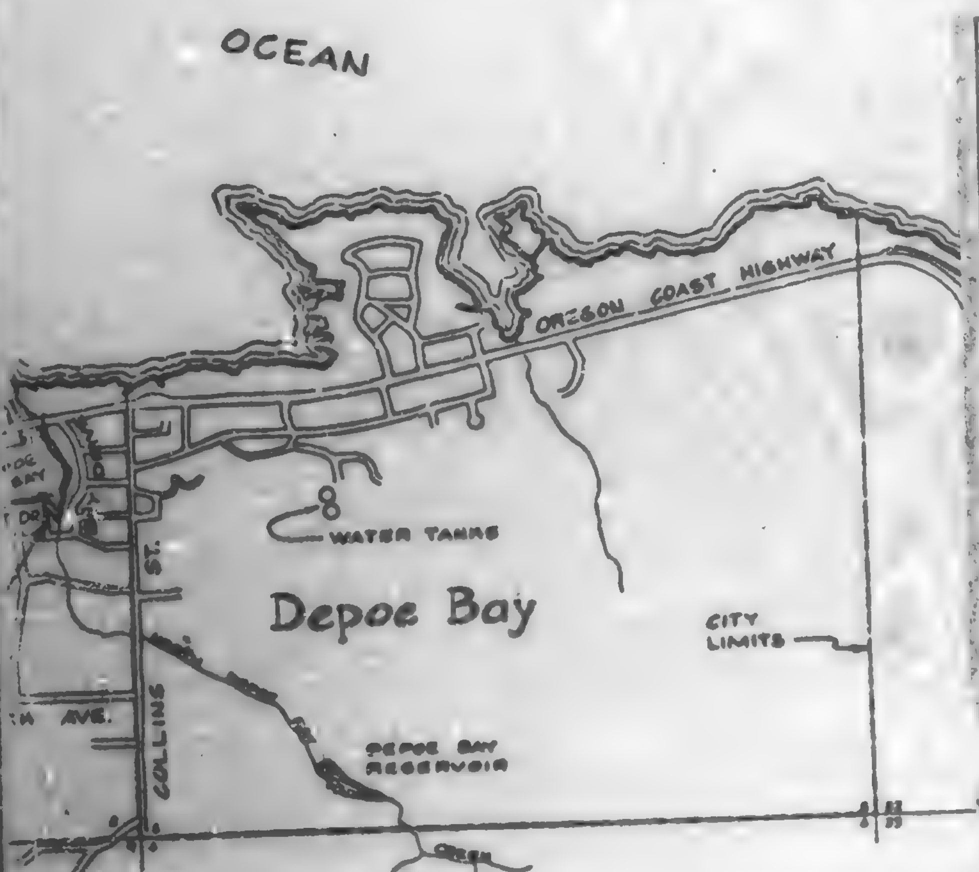
PRELIMINARY COPY
APR 3 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

PORT DRIVE (DEPOE BAY) SEC. CITY STREET LINCOLN COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
10	OREGON			

O.S



APPROVED
CITY OF Depoe Bay
BY MAYOR H. H. Wall
BY RECORDER Deborah H. Barnett
DATE April 9, 1979



etch Map

Feet
0 800 1600 2400

ROUTING SLIP | Date: 4-12-79

DEPARTMENT OF TRANSPORTATION

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lana Ave.)
Construction
Data Processing (Transp. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storerooms
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photography
[✓ Proj. Mgmt. & Operations Planning]

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metrogration
Section Number ____
District Number ____

ATTENTION: L. C. P. U.

FROM: Reg 2

To Christensen
4-17-79

COMMENTS: Notify D. Christensen
approval rec'd
Reynoldson TAA

Form 731-0022 (1/76) SP*70804-734

OREGON TRANSPORTATION COMMI

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSI
Michael P Hollern	COMMISSI
Peter J Brix	COMMISSI
Tom Walsh	COMMISSI
Robert A Burco	DIRECTOR
Fred B Klaboe	ASSISTAN

8969

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

2021

RIGHT OF WAY SECTION
RECEIVED
APR 5 1979

3-30-79

Attention: Right-of-Way Section

Subject: Federal Aid Project No. SOS-2101(1)
Project Name Coast Drive and Port Drive Section

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property has been or will be paid by the city in accordance with said Act. N

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Depoe Bay, Oregon, this 30th day of March, 1979

City of Depoe Bay

Certified By:

Regional Right-of-Way Supervisor
Date 4/4/79

Mayor

Deborah H Barnett
City Recorder

Instructions: Complete A or B and C.

8969

Form 734-1191 (Rev. 8/77)

OREGON STATE
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-13-78	CC 1897		321-1988

BILL TO: Code: ____________

City of Depoe Bay
City Hall
Depoe Bay, Oregon 97341
Mrs. Lora E. Bridges - City Recorder

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the PE for the Port Drive Section. SOS-2101(1) AD 468			

Advance Deposit Amount	$ 860.00
Advance Deposit Previously Transferred to Highway Fund	$ -
Balance	$ 860.00
Transfer to Highway Fund	$ 660.00
Refund Due	$

Partial or final request for billing ____________

Number of the previous request in connection with this service. ____________

Amount Due . . . . . $

Submitted by:
Harold Reynoldson

Approved:
Gerald W. Wimer

SP*35736-734

8969

Depoe Bay

Salem, Oregon
October 10, 1978

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Engineering

Phillip O. Stearns
Region Federal Aid Specialist

Pre-Preliminary Engineering
Meeting
Port Drive Section
Depoe Bay
SOS - 2101(1)

One thing that causes us more problems then anything else on projects such as the Port Drive Section in Depoe Bay is the cost of the proposed project versus the available limited funds. While the consulting engineer may have reasonable accurate unit prices, in addition by the proposed April letting date the unit prices could inflate from 5% to 10%.

Our track record and relations with cities and counties on similar projects has not been very favorable to date so if there is anything that we can do to help out, please let me know.

JHV:jh
cc: Project Management

RECEIVED
OCT 10 1978
ENGINEERING
SECTION

___ Versteeg ___
1 Christensen Doc
___ George ___
2 Olson ___
___ Terpin ___
___ Sullivan ___
___ Scott ___
___ Anderson ___

___ Trout ___
Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 321-1988

October 6, 1978

Salem, Oregon

Phillip O. Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

TO: File

SUBJECT: Pre-Preliminary Engineering Meeting
Port Drive Section
Depoe Bay
SOS - 2101 (1)

Subject meeting was held October 5, 1978, at the city of Depoe Bay. In attendance were:

Robert Jackson, Mayor
H. Vaughn Tauenton, President of Harbor Commission
Debbie Barnett, City Recorder
Howard Kraus, Kraus & Dalke Consulting Engineers
Ron Colbert, Project Engineer, Kraus & Dalke
Dick Nelson, Region Location Engineer
Donnie Bedford, Region Utility Engineer
Phil Stearns, Project Liaison Engineer

Items to be done by State and items to be done by City as outlined in the Preliminary Engineering and Construction-Finance Agreement were reviewed with emphasis on billing procedure, utility relocation/qualification for reimbursement requirements, and City's advance deposit requirements. City was given $57,500 estimate available for construction.

Requirements of the Consultant were discussed with emphasis on prior approval for work to be done supplemental to the Consultant Agreement, and procedure for submitting preliminary drawings.

Mr. Kraus discussed project design features and determined the project will consist of reconstructing Port Drive 70' wide with A.C. finished surface and options such as sidewalk vs. extruded concrete curb with walk area on harbor side, curb on east side, rail on sea wall, and striping. Project cost estimates will determine which options are to be included in construction. The Consultant will do soil investigation and surfacing design work. Dick Nelson mentioned the surfacing designs would have to be justified.

Traffic handling during construction was discussed with no decision forthcoming. It may be possible to close Port Drive to traffic.

Preliminary design is proposed to be submitted to Region Office in early December, 1978, and returned to Consultant with corrections and/or comments promptly. Final design to be submitted in January with a hoped for letting in April, 1979.

POS/gl
cc: City of Depoe Bay
Kraus & Dalke
R. Nelson
D. Bedford
Project Management
H. Versteeg

1 Versteeg
3 Christensen
George
2 Olsen
Turpin
Sullivan
Scott
Anderson
RECEIVED
OCT 10 1978
ENGINEERING SECTION
Trout
Do Not File ☐
Return To
Bring Up / /
Action

8969

August 30, 1978

City of Depoe Bay
City Council
City Hall
Depoe Bay, OR 97341

Attn: Mrs. Lora E. Bridges
City Recorder

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Coast Drive and Port Drive Section, Project #SOS-2101(1).

Financial sharing of the preliminary engineering is:

Total P.E.	$6,000.00
Federal Funds	5,140.00
Balance	$ 860.00
Local Share:	$ 860.00

Rec'd 9/28/78
Called Phil Stearns

Please make your check in the amount of $860.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, OR 97310.

Very truly yours,

For S. W. Wimer
Local Government Manager

HR:dmc

bc:w/AD#468: Vern Skoog-Please return completed AD#468
when check is received.
Region 2 Federal Aid Engineer: Phil Stearns

8969

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-17-78

FEDERAL AID PROJECT NO. SOS-2101(1)

STATE PROJECT NO. See below

COUNTY NAME Lincoln

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80189

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	8-17-78
DATE AUTHORIZATION EFFECTIVE	8-17-78
FEDERAL ROUTE NUMBER	non Federal-aid
STATE ROUTE NUMBER	City Street

GENERAL LOCATION: copy

Coast Drive and Port Drive (Depoe Bay) Sect.

GENERAL DESCRIPTION OF WORK:

Grade and high type pavement.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's June 26, 1978 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $100,000 Federal funds $59,360 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

NOTED
F. B. KLABOE

Swan
8-28

DATE 8-17-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—620-787

8969

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-17-78

FEDERAL AID PROJECT NO. SOS-2101(1)

STATE PROJECT NO. see below

COUNTY NAME Lincoln

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80189

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-17-78

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER City Street

copy

GENERAL LOCATION: Coast Drive and Port Dr. (Depoe Bay) Sect.

GENERAL DESCRIPTION OF WORK: Consultant Agreement.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Consultant Agreement
Kraus & Dalke TEC NTE $15,000 -
F.F. $12,870

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Wimer's June 15, 1978 letter, I approve the Consultant Agreement with Kraus and Dalke to perform preliminary engineering services for a lump sum amount of $6,000 and construction engineering at TEC NTE $9,000 which includes a fixed fee of $1,000.

An approved copy of the agreement is returned herewith.

NOTED
F. B. KLABOE

Ivan
9-28

DATE 8-17-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

8969

PROJECT MANAGEMENT OFFICE MEMO

Date 8-9-78

Subject Depoe Bay SOS Project File No. _____

Received (call) (~~visit~~) from Vern Cussack

Address _____

Made (call) (visit) to _____ Phone _____

Reason for contact and general discussion:

He doesn't find where diagonal parking violates their regulations. Glenn Green now approves. He will have Nita reissue including Consultant agreement if they have it. Holmes later said went over 6-15-78

Advised Stearns & Holmes

Authorized 8/17/78 per Nita Baker 8/25/78

Signature S Wimer ✓ H

File ( ) [✓ PME] [✓ LGE] ( ) OPE [✓ FAE] [✓ QCE] ( ) OM [✓ Other] Prange [✓ Holmes] [✓ Reynoldson]
Circulate:

8969

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: 321-1988

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 28, 1978

Philip O. Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

SUBJECT: Port Drive (Depoe Bay) Section
SOS-2101 (1)
Lincoln County

TO: G. W. Wimer
LOCAL GOVERNMENT MANAGER

This is an addendum to my previous correspondence on subject project.

I have it from a reliable source that the basis for not accepting the 70 foot width is to avoid constructing a parking lot for the City. Thus the improvement should be consistent with the access road.

By this logic, the Coast Highway should remain consistent with its rural geometry and not widen in the CBD of Depoe Bay.

Realistically, the CBD is a traffic generator and a trip end. Parking is a necessary feature of the highway, and in this case, head in parking prevails because of the heavy tourist demand and the right of way is there.

The same thing is true of Port Drive. The moorage basin is a traffic generator. Parking in quantity is necessary to accomodate the traffic and is consistent with other areas of Depoe Bay where right of way allows.

Parking should not be excluded as a part of a City street improvement. This has not been done in the past.

POS/gl

Copy to Verne Cusack
8/1/78

Cusack will talk to Glen Green
and lets know if Glen will
go along with the parking lot idea.

Wimer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 27, 1978

FILE:

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

SUBJECT: Port Drive (Depoe Bay) Sec.
SOS - 2101 (1)
Lincoln County

TO: G. W. Wimer
LOCAL GOVERNMENT MANAGER

I have received the PR 1240, Letter of Approval and/or Authorization, from the Federal Highway Administration for subject project.

The Authorization states the 70 foot section proposed is not acceptable. I discussed this with Mayor Robert Jackson of Depoe Bay. The City does not care to do anything less than the 70 feet. I advised the Mayor that since there is a conflict with the typical section, it would not be wise to proceed with preliminary engineering until the issue is settled. There is no use designing a facility the FHWA won't approve, and no use designing something the City does not want.

Depoe Bay wishes to pave an existing facility and place a sidewalk. This is intended to improve drainage, parking, pedestrian traffic, and eliminate loose gravel. It will provide an orderly traffic pattern and enhance safety.

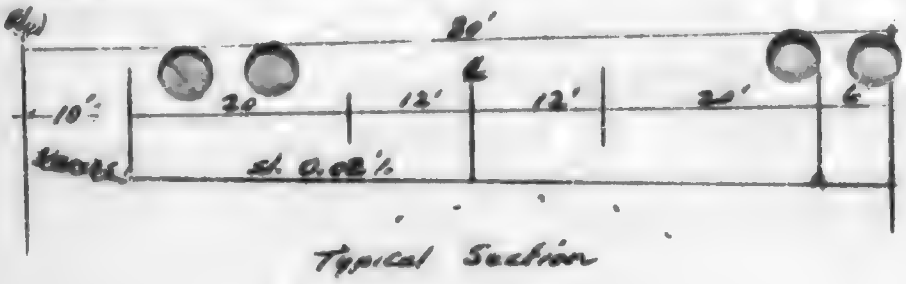
I have enclosed photos showing the area and conditions the City wishes to improve. You can see the existing functional use of the facility and the need for improvement.

To extend the 18 foot section of Bay Street through Port Drive, as specified on the PR 1240, would not serve the purpose intended. Drainage would still be a problem and rutting would occur at the edges of pavement. Parking would not be defined with striping. Pedestrians would still use the traffic lanes, and loose gravel would remain.

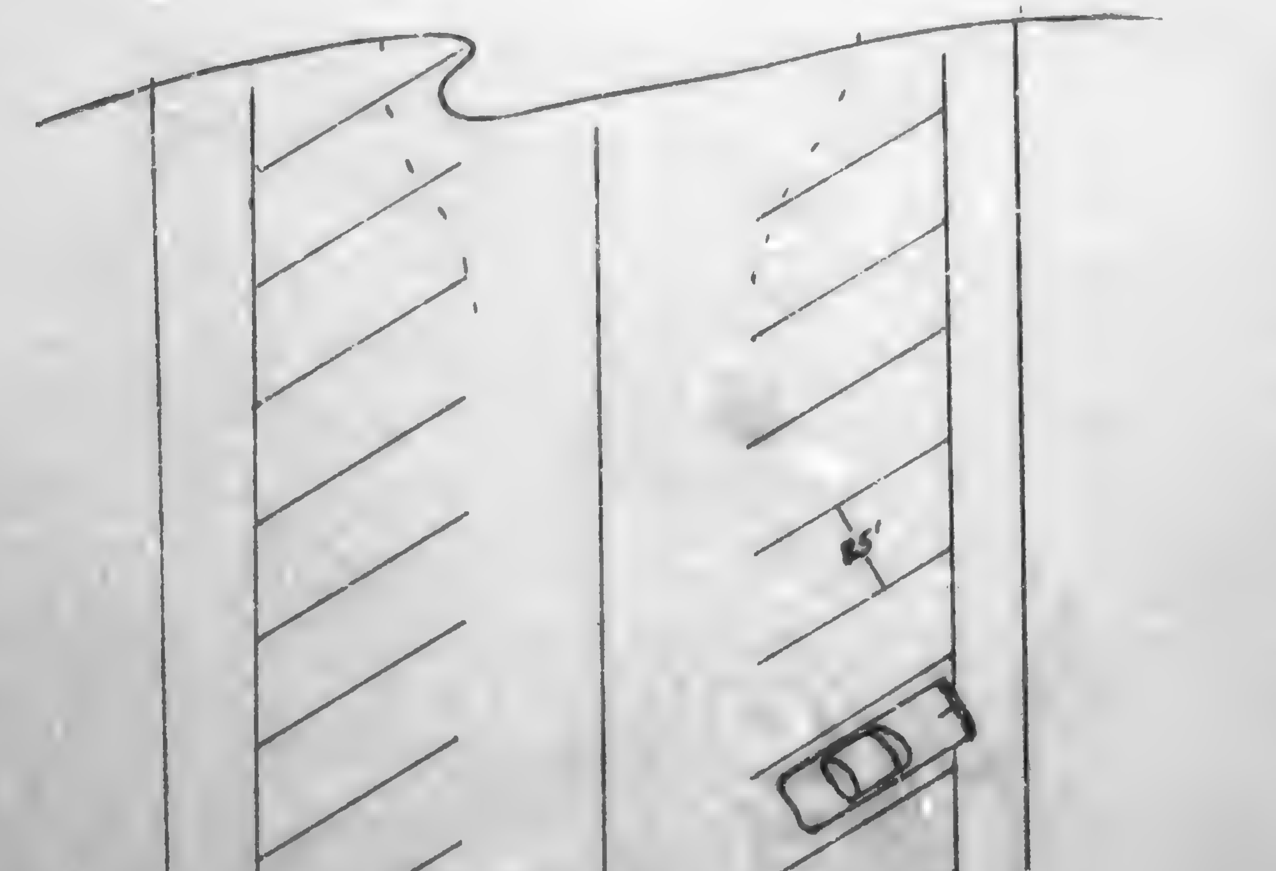
Port Drive is a large cul de sac serving the moorage basin. It cannot be considered the same as a through street. A large part of the Port's economy comes from the moorage basin and the improvement of Port Drive has been selected as Depoe Bay's top priority.

Region Office recommends the construction phase be authorized. Please forward the enclosed information to FHWA for their consideration.

POS/gl
Enc.

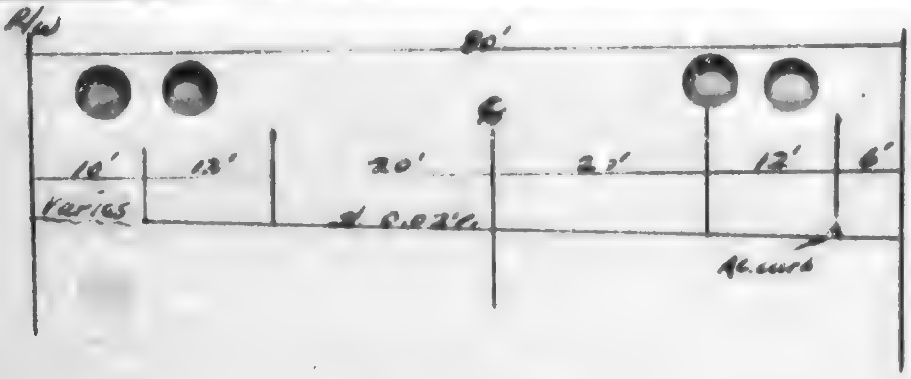

R/W
80'
10'
20
12'
℄
12'
20'
6'
Varies
sl. 0.02%

Typical Section

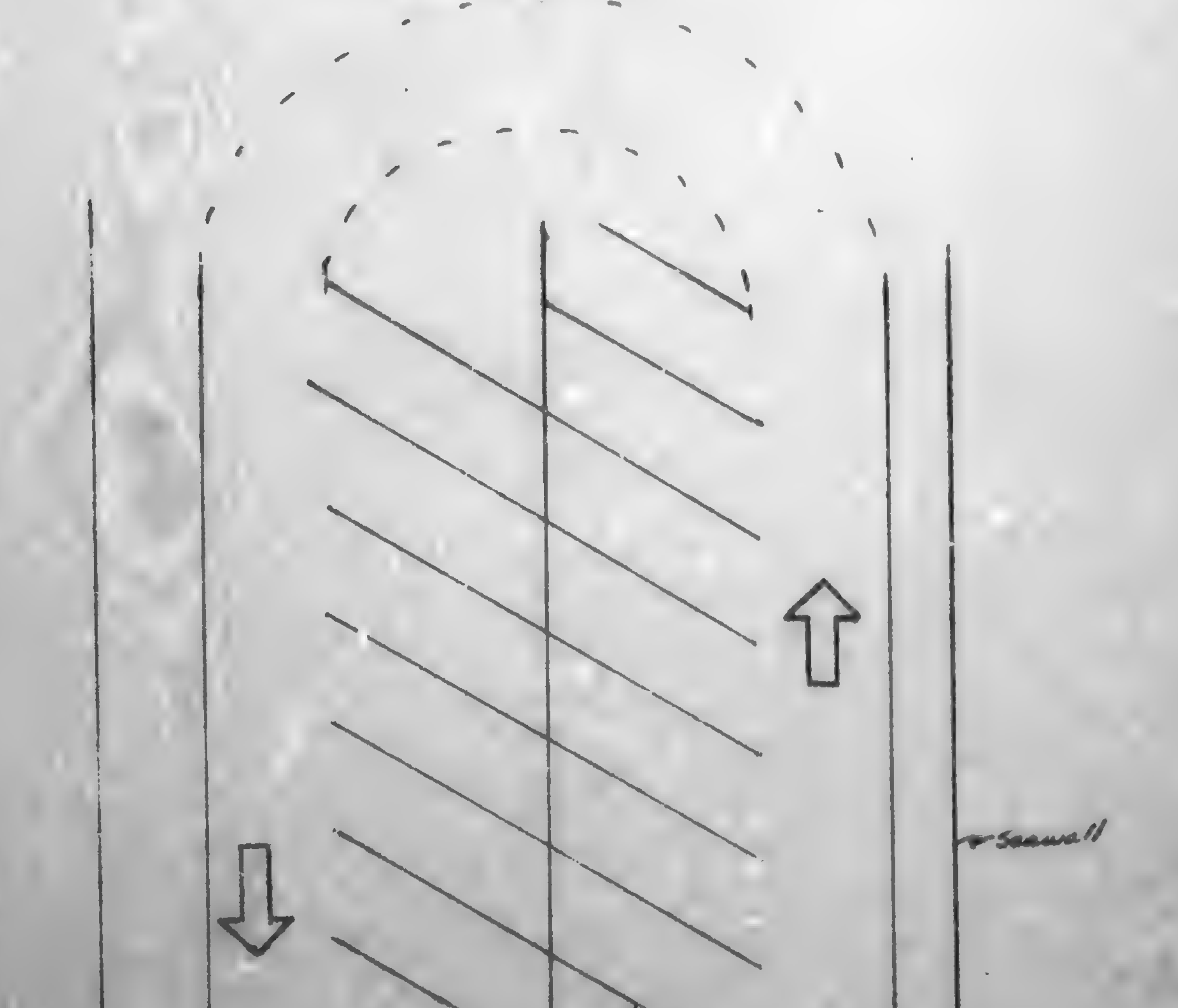


Plan View

PORT DRIVE
Alternate Proposal


R/W
80'
℄
10'
13'
20'
21'
12'
6'
Varies

Typical Section


Seawall
8.5'
Plan View

PORT DRIVE
Alternate Proposal

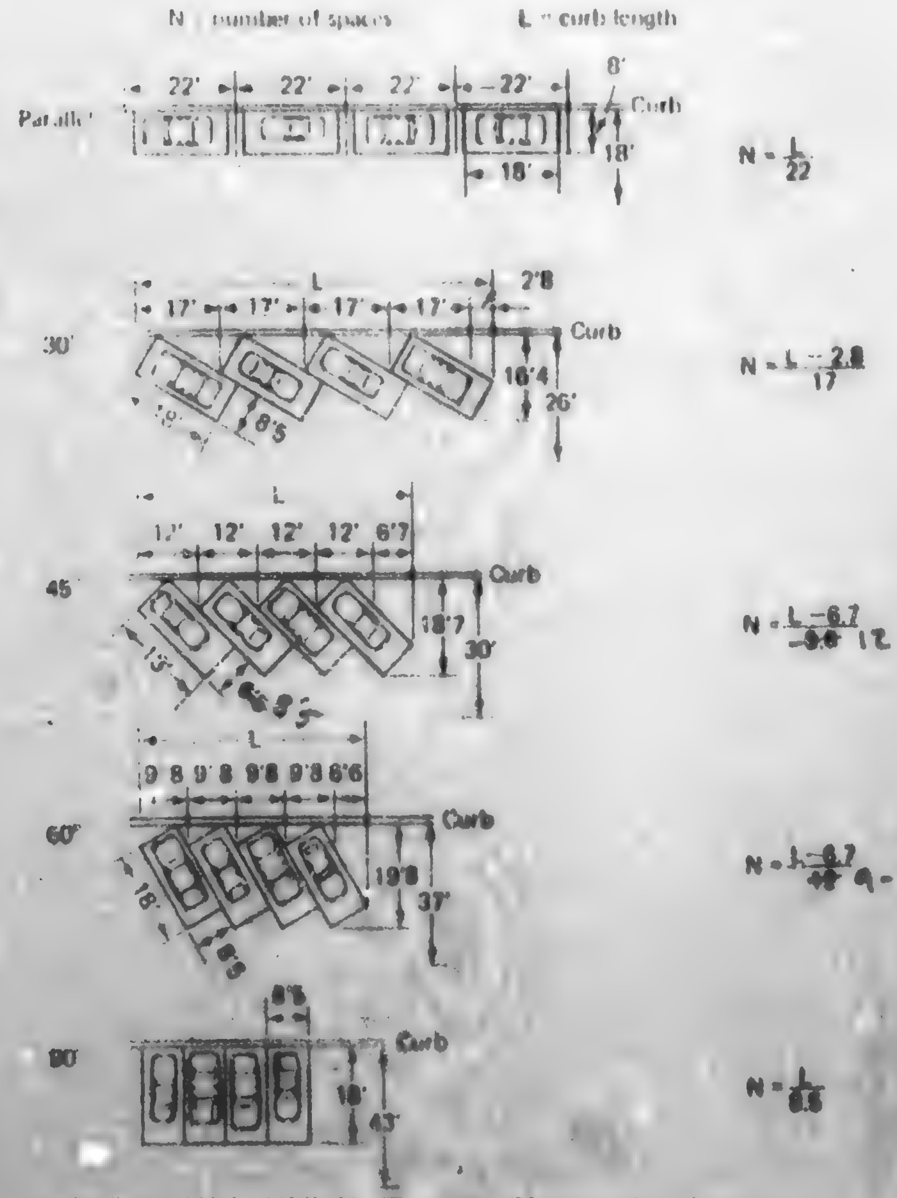

N = number of spaces
L = curb length
Parallel
22'
18'
8'
Curb
N = L/22
30°
17'
2'8
16'4
26'
8'5
N = (L − 2.8)/17
45°
12'
6'7
18'7
30'
N = (L − 6.7)/9.9 12
60°
9'8
6'6
19'8
37'
N = (L − 6.7)/10 9.8
90°
8'5
18'
43'
N = L/8.5

Fig. 15-2. Street space used for various parking (*Source: Parking, ENO Foundation, 1957, Figure IV.1*)

PROJECT MANAGEMENT OFFICE MEMO

Date 7-13-78

Subject Depoe Bay SOS (Port=Only / Coast=Omit) File No.

Received (~~call~~) (visit) from D. Swan

Address

Made (call) (~~visit~~) to Stearns & Cusack Phone

Reason for contact and general discussion:

Glenn Green objects to 70' width on Port. Agreed Stearns to prepare photographs etc to explain & sell width. There exists 80' R/W. He used 12' travel lanes plus 23' (18'7" equals 45-60 degrees from Louis J Pentarrou handbook plus 5' buffer) for each angle parking. Hossner will be calling Holmes within week telling him consultant agreement acceptable to form

Signature G Kimier

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-2101(1)

STATE PROJECT NO. See below

COUNTY NAME Lincoln

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80189

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
Sale,m, Oregon

Copies to
Gifford
Carlsen
Prout
Region 2
Reynoldson

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 7/7/78

FEDERAL ROUTE NUMBER Non-Federal-aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Coast Drive and Port Dr. (Depoe Bay) Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC NTE $6,000, FF $5,140
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's letter of 6/26/76, paragraph 3(1) you are authorized to proceed with all phases of Preliminary Engineering.

Construction is not being authorized at this time as the 70' curbed section for Port Drive is unacceptable. The cross section for Port Drive must be consistent with that of Bay Street which provides access to Port Drive.

Audit report handed to Vern Cusack 7/13.
MCH

DATE 7/7/78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

240 300 Coast Dr.
400 1,000 Port Dr.

8969

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 26, 1978

G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

D. E. Swan
Federal Aid Manager

Project Data Submission
Item No. 80189
Project No. SOS-2101(1)
Coast Dr. & Port Dr. (Depoe Bay) Section
Lincoln County

Attached data consists of PR-1 form with project maps.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering including utility preparation and archeological salvage at an estimated total cost of $6,000.00, with an obligation of $5,140.00 in federal funds.

(2) Authorization for construction at an estimated total cost of $100,000.00, with obligation of $59,360.00 in federal funds.

Consultant agreement previously submitted.

DRH:lml
Att.

cc: C. O. Fredrickson, Region 2
Harold Reynoldson

AP 469

Budget Bureau No. 41-R2067;

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-31)

6-26-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
2		City Sts., Coast Dr. & Port Dr. (Depoe Bay)		*	*	98	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	PROJECT NUMBER NUMBER 7
3	PE, Grade & H-T Surface		▨	▨	▨	▨			SOS	2101

CARD 4

CLASS OF FEDERAL FUNDS: Safer Off-System Roads

COUNTY NAME: Lincoln

CODE: 04 (74)

NAME OF URBAN AREA 17-31: ------

ROUTE NO.: N

FEDERAL-AID: Non (32)

STATE: City Sts (36)

U.S. (37): ---

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			0.58	6,000	5,140		860 (Co.)
5					**ROW**							
5					**CONST** (CODE) 6201		"Coast Dr. & Port Dr. (Depoe Bay) Section"	0.58	100,000	59,360		40,640 (Co.)

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST (16) (23)	FEDERAL FUNDS (24) (33)	STATE FUNDS	OTHER FUNDS
1	1	DRH		0.58	106,000	64,500		41,500 (Co.)

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES: 3-8-78

REMARKS

*ADT	Present	Future	
	240	300	Coast Dr.
	400	1,000	Port Dr.

-over

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

6-26-78

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City Sts., Coast Dr. & Port Dr. (Depoe Bay)		*	*	98	10	Oregon	41	680	80189

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.	PROGRAM STAGE
Surface Roads ------								SOS	2101	(1)			☐ 1 OR ☐ 2

COUNTY NAME	Lincoln			CODE 041
ROUTE NO. N	FEDERAL-AID Non	STATE City Sts	U.S. ---	

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E			0.58	6,000	5,140		860 (Co.)	
OW								
ONST (CODE) 6201		"Coast Dr. & Port Dr. (Depoe Bay) Section"	0.58	100,000	59,360		40,640 (Co.)	ROW-40' Coast Dr.; 80' Port Dr.; Access Control-none Parking Restrictions-none.
DRH		PROJECT TOTALS	0.58	106,000	64,500		41,500 (Co.)	

PROVAL DATES 3-8-78

REMARKS

*ADT	Present	Future	
	240	300	Coast Dr.
	400	1,000	Port Dr.

-over-

Coast Dr. & Port Dr. (Depoe Bay) Section
Project No. SOS-2101(1)

Existing Facilities:
Coast Dr -- 2 lane rock surface 18-ft. wide.
Port Dr. -- 2 lane rock surface with parking.

Adjacent Facilities:
Coast Drive -- Jct. with Ellingson at the north end and Shell Road at the south end.
Port Drive -- Jct. with Elsie Street at the north end and the southerly end 600 feet south of Elsie Street.

Project Data: Work under this project consists of the following:

1) Preliminary engineering, all phases, including utility preparatory work and archeological salvage.
2) Grade, drain and high-type pave required to provide Coast Drive with 22-foot paved roadway width consisting of 2-10 ft. lanes with 2-ft. paved shoulders and Port Drive with 70-ft. curbed section to allow access and parking for boat docks. Adjustment of utilities as required and incidental work common to this type of project.

Note: Preliminary and construction engineering to be performed by the consulting firm of Kraus and Dalke with required monitoring by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 reviews under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 10, 1978.

FHPM 7-7-5 Requirements: In conformance with Oregon Action Plan, federal statutes and regulations.

Note: 1) This project is in Congressional District No. 1.
2) Included in FY '78 Annual Program under Rural Safer Off-System Roads.

8969

P

June 20, 1978

City of Depoe Bay
City Hall
Depoe Bay, OR 97341

Attention: Deborah H. Barnett
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6412

Gentlemen:

Attached for your files is a fully executed copy of an agreement for Improvement of Fort Drive.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

G. W. Head
COMMISSION SERVICES

hkm

Attachment

bc: Don Harwell (agreement attached)

8969

June 15, 1978

MISC. CONTRACTS and
AGREEMENTS No. 9788

TO Glen L. Green, Division Administrator
Federal Highway Administration

RHPrange

FROM for G. W. Wimer
Local Government Manager

SUBJECT Local Government Consultant Agreement
Harbor Section
Port Drive, Project No. SOS 2101(1)
City of Depoe Bay and Kraus & Dalke

Presented herewith are two conformed copies of a consultant agreement entered into by the City of Depoe Bay and Kraus and Dalke for engineering services on subject project. Consultant proposes to perform preliminary engineering for a lump sum of $6,000 and construction engineering for actual-cost-plus-fixed-fee not to exceed $9,000. City states that it has employed Consultant on various projects for 2½ years and the work has been satisfactory.

We request the following:

1) Approval of the consultant agreement under the provisions of FHPM 6-1-2-2 and the return of one approved copy for our files.

2) Authorization to proceed with work by the consultant at an estimated cost of $15,000 with an obligation of $12,870 in federal funds.

MCH:dmc
Attachment
cc: Cliff Laux
P. O. Stearns, Reg. 2

KRAUS & DALKE
CONSULTING ENGINEERS
270 N.W. HICKORY STREET
NORTH ALBANY SHOPPING CENTER
POST OFFICE BOX 146
ALBANY, OREGON 97321

HOWARD G. KRAUS, P.E.
RICHARD DALKE, P.E.

TELEPHONE 503-928-2583

REGION 2 ENGINEER
RECEIVED
JUN 12 1978
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSS ☐ ENV ☐ RPE

June 9, 1978

Mr. Phil Stearns
State Highway Dept.
Highway Building
Salem, OR 97310

Dear Mr. Stearns:

Attached hereto is the fee analysis for the preliminary engineering services for the Depoe Bay Harbor Drive Project which you requested.

Yours truly,

Howard G. Kraus

Howard G. Kraus, P.E.

jg

Attachment

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JUN 13 1978
File: PM FA
LG OP
TAA Holmes

KRAUS & DALKE
CONSULTING ENGINEERS
276 N.W. HICKORY STREET
NORTH ALBANY SHOPPING CENTER
POST OFFICE BOX 146
ALBANY, OREGON 97321

HOWARD G. KRAUS, P.E.
RICHARD DALKE, P.E.

TELEPHONE 503-928-2583

DEPOE BAY HARBOR DRIVE PROJECT

78-37

FEE ANALYSIS FOR PRELIMINARY ENGINEERING SERVICES

Personnel	Man Hours	Rate	Estimated Costs
Registered Engineer	40	$11.54	$462.00
Project Engineer	80	7.09	567.00
Surveyor	80	5.48	438.00
Draftsman	80	5.48	438.00
Engineering Tech.	40	5.19	208.00
Secretarial	32	4.07	130.00

	Subtotal	$ 2,243.00
Overhead Costs @ 120.35%		2,699.00
	Total Personnel Services	$ 4,942.00
Per Diem		$ 300.00
Profit and Contingency		758.00
	Total Fee	$ 6,000.00

STATE OF OREGON

INTEROFFICE MEMO

TO: Vernon E. Skoog
Controller

DATE: May 25, 1978

FROM: Dettmar W. Jones
Staff Auditor
D. W. Jones

SUBJECT: Pre-award Evaluation
City of Depoe Bay/Kraus & Dalke
Port Drive

Definition Statement

City proposes to employ consultant to perform engineering for the construction of the Harbor section of Port Drive. The project is to be funded as a "safer off-system road".

Consultant will perform preliminary engineering for a lump sum of $6,000; construction engineering for actual-cost-plus-fixed-fee not to exceed $9,000.

Analysis

Consultant selection procedure: City states that it has employed Consultant on various projects for about 2½ years. Satisfactory work would appear to justify selection.

Projected overhead and payroll expense computation: The indirect costs (overhead) include "interest expense, $1,800"; this is not reimbursable by FHWA, and its deletion from eligible costs would reduce the percentage from 87.31% to 86.07%.

The payroll expense computation appears to be incorrect; it should read 33.76% rather than 33.04%.

Since the net change in the total markup is a reduction from 120.35% to 119.83%, we need not revise all of the estimated costs for construction engineering. The overstatement is only $18.

Exhibit "A": The figures for construction engineering are acceptable. However, we do require a similar statement of the estimated costs comprising the $6,000 lump sum proposed for preliminary engineering. Only on that basis can we determine the reasonableness of the proposal.

Conclusion

With the additional detail requested for preliminary engineering, I recommend approval.

DWJ:cw

cc: G.W. Wimer
R.J. Hacek

APPROVED
Date
Frank K Griffin

81:128-1387

8969

Depoe Bay

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
FILE:

Salem, Oregon
March 21, 1978

Donald L. Trout

FROM: Donald L. Trout
Office Engineer

SUBJECT: Possible Violation Relating to Beach Work

TO: MEMO TO THE FILES

On March 15, 1978, Mr. Lyman Osis, Division of State Lands, called to say he had received a call from Mr. Mike Desmond, Department of Environmental Quality in Tillamook. Mr. Desmond was concerned that work was being done along the beach at [redacted] in violation of our beach control regulations. The work is associated with the development of a recreation vehicle park at the site of a motel that was razed recently. Mr. Robert Gormsen, Beach Program Coordinator, was advised of this.

On Monday, March 20, 1978, I again contacted Mr. Gormsen. He had visited the site and discussed the matter with the developer. It seemed questionable whether or not there was any violation. Mr. Gormsen said he felt the matter was under control. Mr. Eugene Schmidt, Division of State Lands, was advised of our feelings on the matter.

DLT:jh
cc: E. S. Hunter
Robert Gormsen
C. O. Fredrickson
Lyman Osis, Division of State Lands
Eugene Schmidt, Division of State Lands

1 Versteeg ✓
Christensen
George
Olson
Turpin
Sullivan
Scott
Savage

RECEIVED
MAR 21 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

Memorandum

DATE: February 10, 1978

In reply refer to: HB.2-OR

SUBJECT: Oregon Project No. SOS-2101(-)
Coast Dr and Port Dr (Depoe Bay)
City Streets
Lincoln County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section
Salem, Oregon

The subject project assessment submitted with your January 20 1978, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G.K. H
for G. L. Green

cc:
ODOT (Moehring, Mgr, Proj Mgmt)
OSHD (Reg 2, Env)

2-21-78
cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design - Lab Bldg.
C. O. Fredrickson
H. C. Johnson
William Fretwell
Gerald Wimer
B. L. Gifford

W

N

H

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART I. GENERAL INFORMATION

A. Project Identification:

Date January 19, 1978
Section Coast Dr. and Port Dr. (Depoe Bay)
Unit (if appl)
County Lincoln
City Depoe Bay
Highway City Streets
State Hwy. No. Off-System
Termini: M.P. (if appl) Coast Dr: Ellingson to Shell Rd. Port Dr: Elsie St. to 600 ft. s.
Length Coast Dr. - 2450 feet Port Dr. - 600 feet
Region 2
Construction Estimate $100,000 Program Amount

B. Purpose of Project:

The proposed project is to resurface sections of two city streets to provide all weather surfacing and to minimize extensive maintenance requirements.

C. Origin & History of Project:

The project has been advanced by administrative action of the City of Depoe Bay. An Off-System Road Request dated October 23, 1975 has been forwarded for processing.

D. General Description of Project:

The proposed project is to resurface sections of two city streets. Coast Drive, providing access to a residential area, would be paved to a 22 foot width. Port Drive, providing access and parking for the boat docks, would be paved and curbed to a 70 foot width. Drainage facilities for both streets would be considered.

Alignment: New ______ Existing XX Combined ______

Typical Section: Existing No. Lanes 2 / 2 ; Med. 0 / 0 ; Shldrs. 0 / 0 ; Parking 0 Coast Dr. / 2 Port Dr.
Proposed No. Lanes 2 / 2 ; Med. 0 / 0 ; Shldrs. 0 / 0 ; Parking 0 Coast Dr. / 2 Port Dr.

Traffic: Existing Facility: Existing ADT 240 / 400 ; Projected ADT 300 / 1000 ; Yr. 1997 Coast Dr. / Port Dr.
Existing Level of Service Not Determined

Proposed Facility: Projected ADT 300 Coast Drive / 1000 Port Drive ; Yr. 1997
Projected Level of Service Not Determined

2903 (1-78)

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels_______
Yes, No

Acres_______; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Commercial material sources are available to supply surfacing materials. No significant barrow or waste disposal requirements are anticipated.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None involved

Local City, County or COG priorities of project:

A local city priority

FHWA and/or OSHD approvals given, if any:

None identified.

Location or Design Alternatives (identify and describe):

Alternatives would be confined to minor design changes that may be considered during the project study.

Other Descriptive Information or Comments:

Coast Drive is constructed within a 40 foot right-of-way and is surfaced with crushed rock. Port Drive is constructed on top of a rock fill along the easterly edge of the bay. The rock fill is protected from erosion by a concrete sea wall.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Depoe Bay is one of the smallest, if not the smallest bays on the Oregon Coast that is utilized as a port. The bay is almost completely surrounded by the uplifted soft submarine basalts that form a terrace above the ocean shoreline. Less than three acres in size, the bay is a well protected saltwater harbor for small craft. In spite of its small size and limited facilities, approximately 12 percent of the coastal fishing trips originate from this harbor. Recreational and commercial fishermen harvest Coho and Chinook salmon, surf perch, bottom fish and crabs outside the harbor mouth.

The terrace surrounding the bay is narrow and rolling and supports a rather dense growth of vegetation ranging from small stands of Red Alder to an intermix of hemlock and shore pine. Wildlife is generally confined to those species that have adapted to living within a well developed residential area.

2. Cultural:

The City of Depoe Bay is a small coastal community (population 520, 1976 estimate) surrounding Depoe Bay. A residential area extends along the Oregon Coast Highway, backing up strip commercial development fronting on the highway. Commercial development is oriented toward supplying goods and services for the tourist and recreational traffic attracted by the natural resources of the area. There is no industrial or farming development in the immediate area to help bolster the economic stability of the community. However, the bay area is well developed as a harbor for charter and private sport fishing boats. Some smaller commercial fishing boats also anchor in the bay but their catch is processed elsewhere. The tourist trade and fishing are seasonal and local business fluctuates accordingly. Additional recreational resources are provided by a county park at the southerly end of the bay that offers picnicing facilities, a boat ramp, and parking for vehicles and trailers.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None required

2. Estimated Impact on Traffic Patterns:

No changes anticipated.

Consequences--Air Quality, Noise, Safety, etc.:

No impacts on air quality or noise levels are anticipated

3. Estimated Impact on Land Use:

Proposed project would have no impact on existing land uses or land use plans. Improved street surfacing would tend to improve safety.

Consequences:

4. Expected Impact on Natural Ecological Resources:

None identified

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None identified

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

None identified

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

The proposed resurfacing project would be consistent with clean air implementation plans.

b. Noise Standards

Existing and anticipated traffic volumes would have no significant impacts on existing noise levels and would be consistent with noise standards for residential areas.

c. Water Quality Standards

Surfacing the street and parking area along the dock area would increase surface water runoff into the bay slightly. No significant impacts to the water quality have been identified.

d. Area Land Use and Transportation Plans, and Zoning

Surfacing the existing street sections is consistent with land use and transportation plans.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------   XX----NON-MAJOR ACTION-----

SIGNIFICANT: NON-SIGNIFICANT:

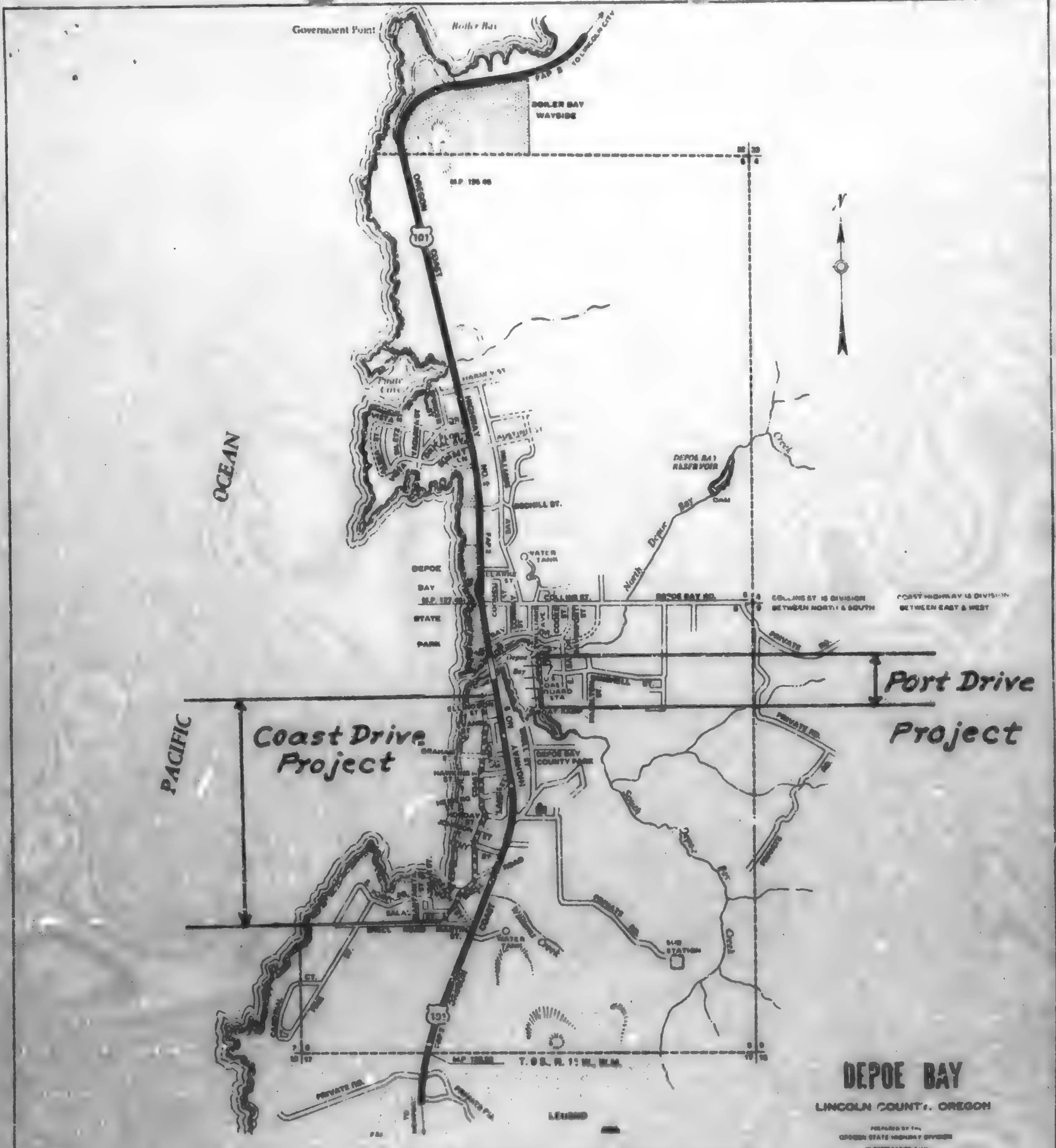
____ D & FEIS   ____ D & F Neg.Dec.   XX ASSESSMENT ONLY

____ Section 4(f)   ____ Section 4(f)   ____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

In accordance with FHPM 7-7-2 paragraph 10(e), projects of this type are ordinarily considered to be non-major actions and do not require the preparation of an E.I.S.

D. Recommended Project Category: ____ 1   ____ 2   XX 3   ____ 4


Government Point
Boiler Bay
TO LINCOLN CITY
BOILER BAY WAYSIDE
OREGON COAST HWY
101
OCEAN
PACIFIC
DEPOE BAY STATE PARK
DEPOE BAY RESERVOIR
North Depoe Bay Creek
WATER TANK
DEPOE BAY RD.
COLLINS ST. IS DIVISION BETWEEN NORTH & SOUTH
COAST HIGHWAY IS DIVISION BETWEEN EAST & WEST
PRIVATE RD.
COAST GUARD STA.
DEPOE BAY COUNTY PARK
Port Drive Project
Coast Drive Project
WATER TANK
SUB STATION
Creek
PRIVATE RD.
DEPOE BAY
LINCOLN COUNTY, OREGON
PREPARED BY THE OREGON STATE HIGHWAY DIVISION IN COOPERATION WITH U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
Population 444 (EST.)
LEGEND
STREET DEDICATED BUT NOT OPEN
JUNE 1973

Coast Drive and Port Drive
(Depoe Bay)
Lincoln County, Oregon

8969.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 4, 1978

FILE: HOLD

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: Coast Dr. & Port Dr. (Depoe Bay)
Safer Off-System Roads Project
City of Depoe Bay

TO: D. H. Moehring, Manager
OFFICE OF PROGRAM MANAGEMENT

Attached is the following data for subject project:

Authority for Survey
Location Prospectus
Prospectus Map

The anticipated cost of Region functions is:

Soils & Geology	(910)	$2,500
Utility	(914)	200

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☑ OPE ☐
JAN 4 1978
TAA Zelner File: PM FA
LG OP

POS/lea
cc: Dick Nelson w/attach
Frank Terpin w/attach.

LOCATION PROSPECTUS

Coast Dr. & Port Dr. (Depoe Bay)
Coast Drive & Port Drive (City Streets)
Lincoln County
December 28, 1977

HIGHWAY: Coast Drive and Port Drive (City Streets) Off-System.

TERMINI:

Coast Drive:	northerly terminus is Ellingson Street
(2,450')	southerly terminus is Shell Road
Port Drive:	northerly terminus is Elsie Street
(600')	southerly terminus is 600' s/o Elsie St.

LENGTH: Combined length is 0.58 mile.

NARRATIVE: Purpose of the survey is to prepare plans, specifications and cost estimate for grading and paving of two city streets.

Soils investigations will be required. No airports will be affected.

This is a Federal Aid, Off-system Project. Preliminary and construction engineering will be done by a consultant engineer.

CHARACTERISTICS:

	1975 Estimate	1980 Estimate
Coast Drive	240	300
Port Drive	400	1000

No change in rise and fall or central angle is proposed.

STANDARDS: "Geometric Design Guide for Local Roads and Streets," published by AASHTO, 1971.

Some deviation may be anticipated in stopping sight distance and total pavement width on Coast Drive.

TYPICAL SECTION: Proposed Coast Drive:
2-10' travel lanes
Shoulders variable 0'-2' each side

Proposed Port Drive:
2-15' travel lanes
2-20' right angle parking areas each side with curbs
walkways provided.

BRIDGE: None.

ACCESS: No change. No additional R/W anticipated.

SURFACING: Suggested by application:
Coast Drive: 1 1/2 " Class "C" AC wearing surface
4" Class "B" base

Port Drive: 1 1/2 " Class "C" AC wearing surface
4 1/2 Class "B" AC base

MATERIAL: Commercial sources are available in Newport and Lincoln City.

ADDITIONAL FACILITIES: Some adjustment of utilities may be required.

AGREEMENTS: Agreement with City of Depoe Bay will be required.

PARKS: None affected.

8969 S2SU2

Form E-20 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

RECEIVED
12-28-77
JUL 12 1978
ACCTG. CONTROL

Section Coast Dr. & Port Dr. (Depoe Bay)

Date December 28, 1977

Highway Coast Drive & Port Drive (City Streets)

Authorization No. 1

County Lincoln

Survey Prefix 321-1988 (Assigned by Salem office)

Description of termini, route, length, etc.:

Coast Drive; northerly terminus, Ellingson Street.
southerly terminus, Shell Road.

Port Drive; northerly terminus, Elsie Street.
southerly terminus, 600 feet south of Elsie Street.

Total Length: 0.58 mile.

This is a Federal Aid, Off-system project.

Purpose of survey:

Prepare plans, specifications and cost estimate for grading and paving two city streets.
Preliminary and construction engineering by consultant.

S05-2101(1)
7-7-78

Estimate of cost:

Field	901	100
Plans	905	500
Soils	910	2,500 ✓
Utility	914	200
Specifications	921	200

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 3,500

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:
Field Engineer
Richard E. Nelson

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

SP*A3604-734

N Bp

8969

DATE: December 1, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Fiscal Year 1978 SOS-R Fund Allocation
Proposed Safer Off-System Roads Projects

On the consent calendar for the December 15 meeting will be a tabulation showing the distribution of fiscal year 1978 Safer Off-System Roads funds. The allocation has been computed in accordance with the federal requirements and a formula developed in cooperation with the League of Oregon Cities and the Association of Oregon Counties.

Also on the consent calendar will be twenty-five requests for approval of SOS-R projects. These projects are divided into three groups and are summarized as follows:

GROUP I-PORTLAND URBANIZED AREAS

Nine requests totaling $395,900 have been received for projects in the Portland Urbanized Area. City of Portland is requesting seven projects totaling $250,500, Tualatin's request is for a $70,400 project, and Multnomah County is requesting a $75,000 project.

GROUP II-CITIES UNDER 50,000 POPULATION

Requests totaling $672,000 have been received for projects in eight cities. Cave Junction's request is for a $75,000 project, Depoe Bay - $75,000, Florence - $75,000, Hermiston - $170,000, Rainier - $50,000, Rogue River - $114,000, Sweet Home - $38,000, and Veneta - $75,000.

GROUP III-COUNTIES, ROAD DISTRICTS, & INDIAN RESERVATIONS

Eight requests totaling $1,465,000 have been received from various counties for projects. Baker County is requesting a $134,000 project, Clackamas County - $251,000, Columbia County - $250,000, Douglas County - $270,000, Harney County - $103,000, Klamath County - $165,000, Morrow County - $102,000, and Union County - $190,000.

Federal Safer Off-System Roads funds for these projects are estimated at $2,044,990, with the local entities of government providing approximately $487,910 in match funds.

These projects have been reviewed, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Att.
GEZ:lml

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
John Sheldrake
A. Shirley, Jr.
C. M. Williams
W. E. Schwartz
D. N. Harwell
George Bell

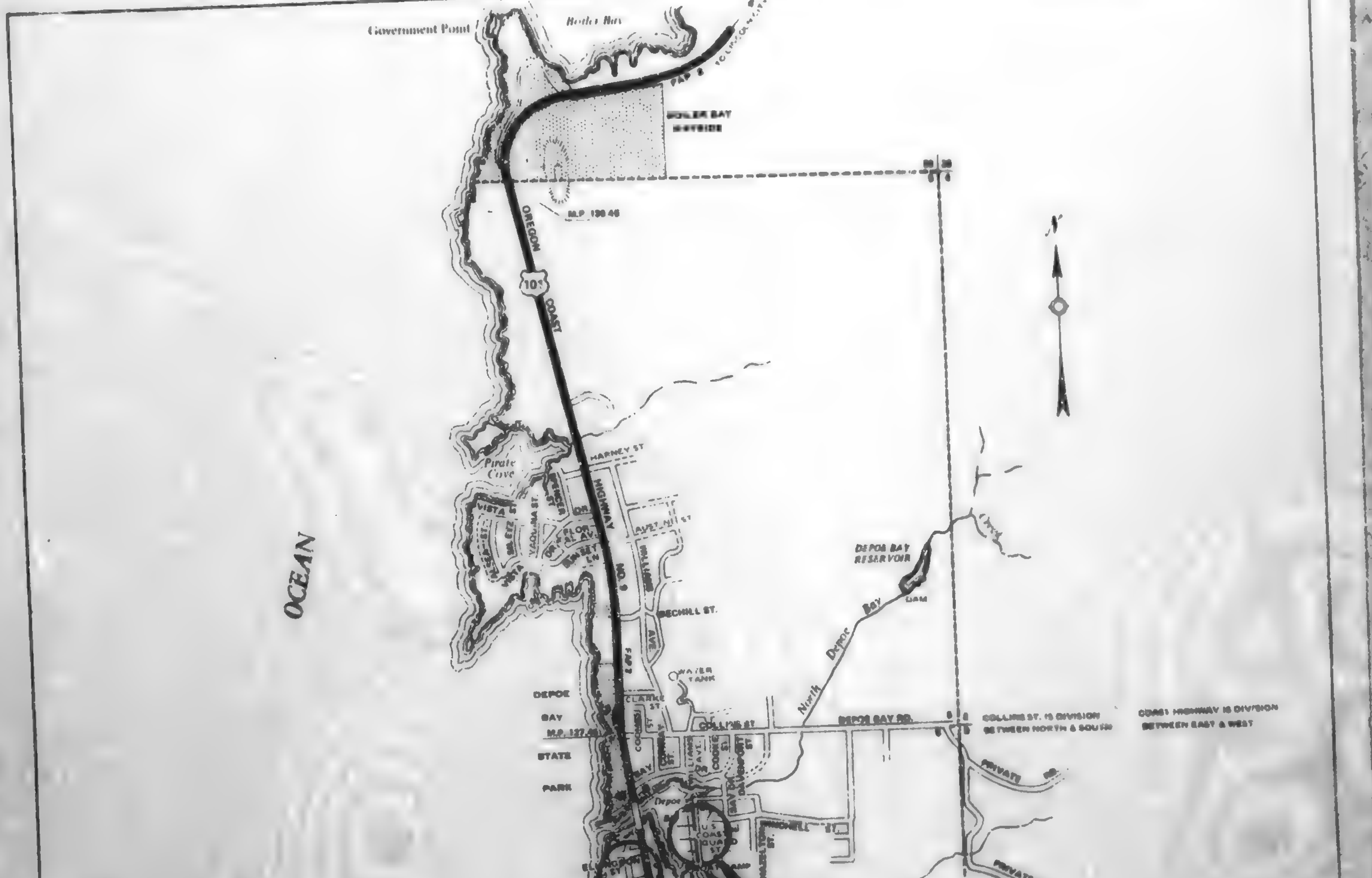
CITY OF DEPOE BAY
Proposed Off-System Project

Coast Drive and Port Drive (Depoe Bay) Section
Grade, Drain and Pave
0.58 mile
$75,000

This project consists of reconstructing Coast Drive and Port Drive to provide all-weather streets and to improve access to the city's harbor facilities.

City intends to engage the services of a consultant to accomplish the preliminary and construction engineering.

77-b
12/1/77


Government Point
Boiler Bay
BOILER BAY WAYSIDE
M.P. 126.46
OREGON
101
COAST
N
Pirate Cove
HARNEY ST
VISTA
HIGHWAY
NO. 9
OCEAN
BECHILL ST.
WATER TANK
DEPOE BAY RESERVOIR
North Depoe Bay
DAM
DEPOE
BAY
STATE
PARK
M.P. 127.60
CLARKE
COLLINS ST
DEPOE BAY RD.
COLLINS ST. IS DIVISION BETWEEN NORTH & SOUTH
COAST HIGHWAY IS DIVISION BETWEEN EAST & WEST
PRIVATE RD.
Depoe
U.S. COAST GUARD
HAMILTON ST.
PACIFIC
DEPOE BAY COUNTY PARK
HIGHWAY
COAST
Depoe Bay
PRIVATE RD.
PRIVATE RD.
SALAL
SHELL ROAD
PROPOSED OFF-SYSTEM PROJECT
101
T. 9 S., R. 11 W., W.M.
PRIVATE RD.
DEPOE BAY
LINCOLN COUNTY, OREGON
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE
COUNTY
LOCAL

8969

CSR
Depoe Bay

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
[redacted]
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 1, 1975

Honorable Jean Quinn
Mayor
City Hall
Depoe Bay, Oregon 97341

Dear Mayor Quinn:

This will acknowledge receipt of your Off-System project application for the Coast Drive and Port Drive Street Section. Your application was received on September 29, 1975.

You will recall that this Off-System Road fund is being allocated to qualified applicants on a "first-come, first-served" basis as outlined in the procedures which were distributed on May 30, 1975.

Project request applications have been received to date in excess of available funds. We will, however, place your application on file pending receipt of additional apportionments.

We expect to have some information from FHWA relative to additional funds by the end of this year, and we will keep you advised of the status of your project request.

Very truly yours,

D.N. Harwell

D. N. HARWELL
County-City Engineer
Project Management Section

GNH:scr

cc: Krauz and Dalke

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE R RE ☑ RPE ☐

yellow copy

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8969

OSR
Depoe Bay

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 26, 1975

FILE: LEG 7-4-7
(Lincoln Co.)

Phil

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: Off-System Project Request
City of Depoe Bay

TO: D. N. Harwell
COUNTY-CITY ENGINEER

Attached for consideration is the project Request and Project Environmental Assessment for improving two sections of city streets in Depoe Bay, Lincoln County, to be funded under the off-system program.

The consultant firm of Kraus and Dalke have been advised project requests received to date exceed available funds and this request probably will be placed on file pending future apportionments.

12-20-77
ASSESSMENT
TO POTTER

Hal
acknowledge
and file
H

POS/elk

Attach.

RECEIVED
COUNTY & CITY SECTION
SEP 29 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

KRAUS & DALKE
CONSULTING ENGINEERS
428 EAST SECOND AVENUE
ALBANY, OREGON 97321

HOWARD G. KRAUS, P.E.
RICHARD DALKE, P.E.

POST OFFICE BOX 146
TELEPHONE 503-928-2583

September 25, 1975

REGION 2 ENGINEER
RECEIVED
SEP 25 1975
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☑ RFE

Mr. Phillip O. Stearns
Region 2 Federal Aid Engineer
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

Re: Depoe Bay, Off Systems Road Application

Attached please find the Off-Systems Road Program application for the City of Depoe Bay, Lincoln County, Oregon, and the associated Project Environmental Assessment.

The application is for two (2) seperate street improvement projects to be accomplished under a single contract. One is a residential street thru an extensively developed area which is in extremely poor condition and the other would improve access to the City's harbor facilities which are the economic basis of the community. Should you require and additional information or data during your review please do not hesitate to call our office, 928-2583.

Thank you for your assistance.

Coordially yours,

Howard G. Kraus, P.E.

cc: Depoe Bay

RECEIVED
COUNTY & CITY SECTION
SEP 29 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ CPE ☐

OFF-SYSTEMS ROAD PROGRAM

~~COUNTY ROAD FAS C PROJECT REQUEST~~

City
Name of ~~County~~ Depoe Bay **FAS No.** N/A **Date** 9-23-75

~~County~~ **Road Name** Coast Drive, and Port Drive

Section Name Ellingson to Shell Rd., and Elsie St. to 600' south

Type of Project Street and Drainage Improvement

Location of Project (Attach sketch map)

ADT Coast Drive --- 240 **Design Speed** 25 m.p.h.
Port Drive --- 400 25 m.p.h.

Is this request for county bridge design only? Yes___ No xxx

County FAS bridge design? Yes___ No xxx

I. **ROAD PROJECT DATA**

1. **Traveled Surface: Type** A.C. **Width** Coast Drive --- 20' Port Drive --- 70'

2. **Shoulders: Type** A.C. **Width** Coast Drive---variable to 2' Port Drive --- N/A

3. **Grading & Drainage:**
   By County___ County Date of Completion___ By Contract xxx

4. **Bottom Base Course:**
   By County___ County Date of Completion___ By Contract xxx
   Has base design been given to County? Yes___ No xxx
   Will it be furnished? Yes___ No xxx

5. **Leveling Course:**
   By County___ County Date of Completion___ By Contract xxx

6. **Binder Course:**
   By County___ County Date of Completion___ By Contract xxx

7. **Traveled Surface & Shoulders:**
   By County___ County Date of Completion___ By Contract xxx

8. **Clearing:**
   By County___ County Date of Completion___ By Contract xxx

9. **Curbs:**
   Curbs Required? Yes___ No___ Coast Drive --- NO Port Drive --- YES
   Type Desired (rolled, exposure, monolithic, special county standard, etc.) monolithic
   Width between curbs 70'

10. **Are pedestrian walkways necessary?** Yes___ No xxx

11. **Are there any structures to be replaced or altered?** Yes xxx No___

12. **Will replacement be by:** County___ Contract xxx
    (NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

RECEIVED
COUNTY & CITY SECTION
SEP 29 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ BE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

13. Will County adjust structure to new grade? N/A Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____ N/A

15. Will adjusted width be standard? Yes_____ No_____ N/A
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____ N/A

17. Does County wish sight posts installed? Yes_____ No XXX

18. Does County wish State to permanently stripe project? Yes_____ No XXX

19. Will County do striping? Yes_____ No XXX

20. Does County wish guardrail installed? Yes XXX No_____ approx. 100' section on Coast Drive
By County_______ Contractor XXX
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No_____ N/A
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes XXX No_____

23. Can through traffic be detoured? Yes XXX No_____

24. Must new detour be constructed? Yes_____ No XXX

25. Will detour be maintained by County? Yes_____ No XXX

26. Will detour be maintained by Contractor? Yes XXX No_____

27. Will County sign project outside work area during construction?
Yes_____ No XXX

28. Will Contractor sign project outside work area during construction?
Yes XXX No_____

29. Should contract provide for [redacted] [redacted]es XXX No_____

30. Should State do permanent signing? Yes_____ No XXX

31. Will traffic signals be required? Yes_____ No XXX
If yes, give location and type desired_______________________________

32. Is project contingent upon other factors? Yes XXX No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain Subject to grant being given under OFF-SYSTEMS ROAD PROGRAM.

Remarks re Section I: Item 11. --- Structure requirement is for the replacement of a culvert and the construction of headwalls over an unnamed drainage.

II. **BRIDGE PROJECT DATA**

1. Name of river or stream ______

2. Name of bridge ______

3. Dimensions of existing bridge. Length ______ Roadway Width ______

4. Type of design and material used in existing bridge. ______

5. Location (please attach map with location marked): ______
Section ______ Township ______ Range ______ W.M.

6. Desired width of bridge ______
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes ______ No ______
Upstream ______ Downstream ______ Width ______

8. Does County wish a particular type of bridge design? Yes ______ No ______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) ______
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes ______ No ______
Explain ______

10. Foundation Testing: By County? Yes ______ No ______
By State? Yes ______ No ______

11. Will County close road during construction? Yes ______ No ______

12. Can presently established road be used as detour? Yes ______ No ______

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be maintained by County? Yes_____ No_____

15. Will detour be maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction?
Yes_____ No_____

17. Will Contractor sign project outside work area during construction?
Yes_____ No_____

18. Approaches or Connections by County Yes_____ No_____
by Contractor Yes_____ No_____
Traveled surface: Type_____________ Width_____________
Shoulder surface: Type_____________ Width_____________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____ No_____

N.W. quadrant distance from structure_______________
N.E. quadrant distance from structure_______________
S.W. quadrant distance from structure_______________
S.E. quadrant distance from structure_______________

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County _______ Contractor_______
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No________ Size___________
Company____
b. Sanitary sewer mains: Yes________ No________ Size___________
Company____
c. Storm sewer: Yes________ No________ Size___________
Company____
d. Gas mains: Yes________ No________ Size___________
Company____
e. Power lines: Yes________ No________ Size___________
Company____
f. Telephone lines: Yes________ No________ Size___________
Company____
g. Other Utilities:____
____

24. Does County wish provisions made for future utility attachment to structure? Yes________ No________

25. Does County wish lightpost bases and conduit installed?
Yes________ No________

26. Does County wish complete job of illumination in project?
Yes________ No________

27. Is project contingent upon other factors? Yes_______ No_______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain:____
____
____
____

Remarks re Section II: ____
____
____
____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes______No xxx
   By County? Yes______No xxx
   (NOTE: a. If project is canceled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes xxx No________

3. Construction plans and specifications to be prepared:
   By State? Yes________ No xxx
   By County? Yes________ No xxx
   By CONSULTANT

4. Does County desire center line to be permanently monumented as part of project? Yes_______ No XXX

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_______ No xxx
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

Coast Drive ----40'
Port Drive ---80'

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum xxx Minimum_______

2. Is any additional right-of-way needed? Yes_____ No xxx

3. Will right-of-way be acquired by: Resolution_____ or Deed______

4. Should State prepare options? Yes_____ No_____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No_____

6. Should material source site be included in right-of-way descriptions? Yes_____ No xxx

7. Is there any merchantable timber on right-of-way? Yes_____ No xxx

8. Will timber be reserved for owner? Yes_____ No_____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No xxx
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No xxx
If yes, give type and name of utility company:_______________________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes xxx No_____
If yes, give type and name of utility company: Power-Central Lincoln PUD
Tele.-Depoe Bay Tele. Co.
Gas-N.W. Natural Gas Co., Water-Depoe Bay Water District,
Sewer-Depoe Bay Sanitary District, T.V.-Depoe Bay T.V. & Vidio

13. Are utilities on existing right-of-way by permit xxx or by franchise xxx
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No xxx
If yes, give name of irrigation company or district_______________________
and dates between which water can be turned off: From_______________
To_______________

15. Are there any railroad crossings? Yes_____ No xxx

16. Name of Railroad_______________________________________

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ________________ (Left) __________________(Right)

19. Number of Trains: Passenger____________ Speed___________
Freight_____________ Speed___________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV Item 13: Utilities by Permit = Sewer & Water. Utilities by Franchise = Power, Telephone, Gas, and T.V.
____

V. MATERIAL SOURCES DATA

1. Gravel ________ Quarry ________ Cinders ________

2. Owner: County ____ State ____ Private ____ Other ____

3. Location: ______ Section ____ Township ______ Range ____ W.M.

4. If County lease, what are royalty payments? ________

5. Materials furnished by County: Borrow ____ Select Topping ____
Base Course ____ Level Course ____ Mineral Agregates ____
Location ________
Miscellaneous Items ________

Remarks re Section V Material sources to be arranged by CONTRACTOR

VI. FINANCIAL DATA

1. Estimated Cost: $ 100,000.00

2. Available FAS Funds $ ----

3. Does County wish advancement of future Federal funds? Yes ___ No ___
Amount ________

4. Date match money is available 7-1-75

5. Will there be any 100% County money? Yes ___ No xxx

6. Maximum amount of 100% County money available: $ ________

7. Date County requests letting: As soon as possible

Remarks re Section VI ________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ________

This application is not complete without an attached exhibit showing location of project.

By ________

By Mayor
County Commissioner

By ________
County Commissioner

By ________
County Engineer or Roadmaster

County ________

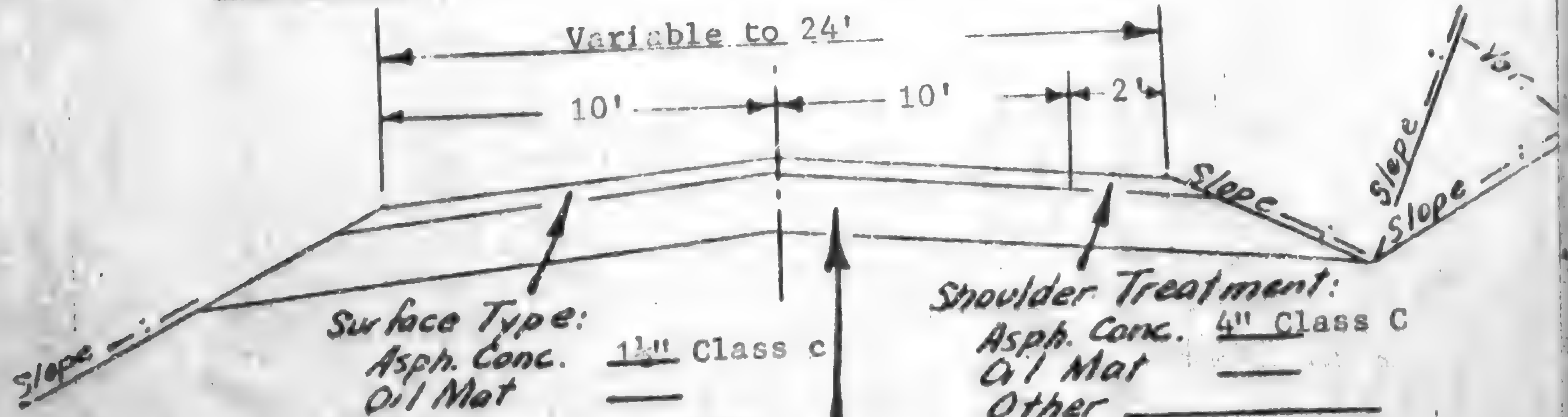
Date ________

____
O.S.H.D. Field Engineer

Date ________

TYPICAL SECTION

COAST DRIVE

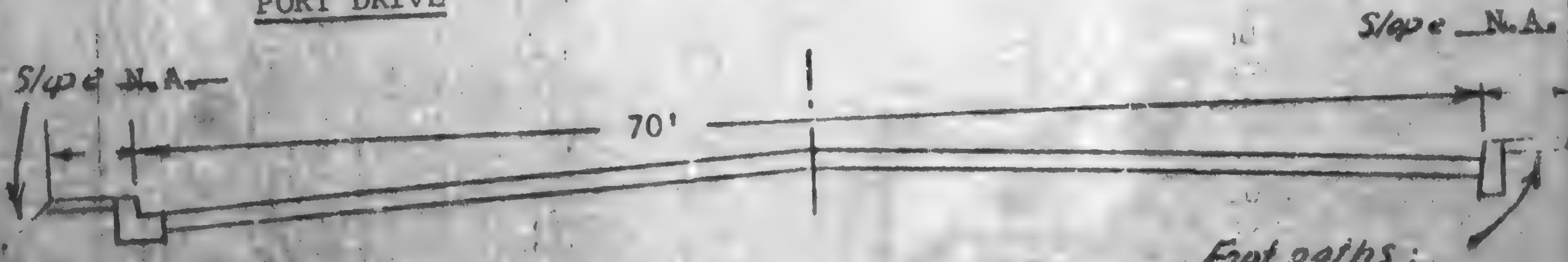

Variable to 24'
10'
10'
2'
Slope
Slope
Slope
Slope
1/3:

Surface Type:
Asph. Conc. 1½" Class c
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. 4" Class C
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run ___
Crushed Stone 4½" Class B
Asph. Treated ___
Cement Treated ___

PORT DRIVE


Slope N.A.
Slope N.A.
70'

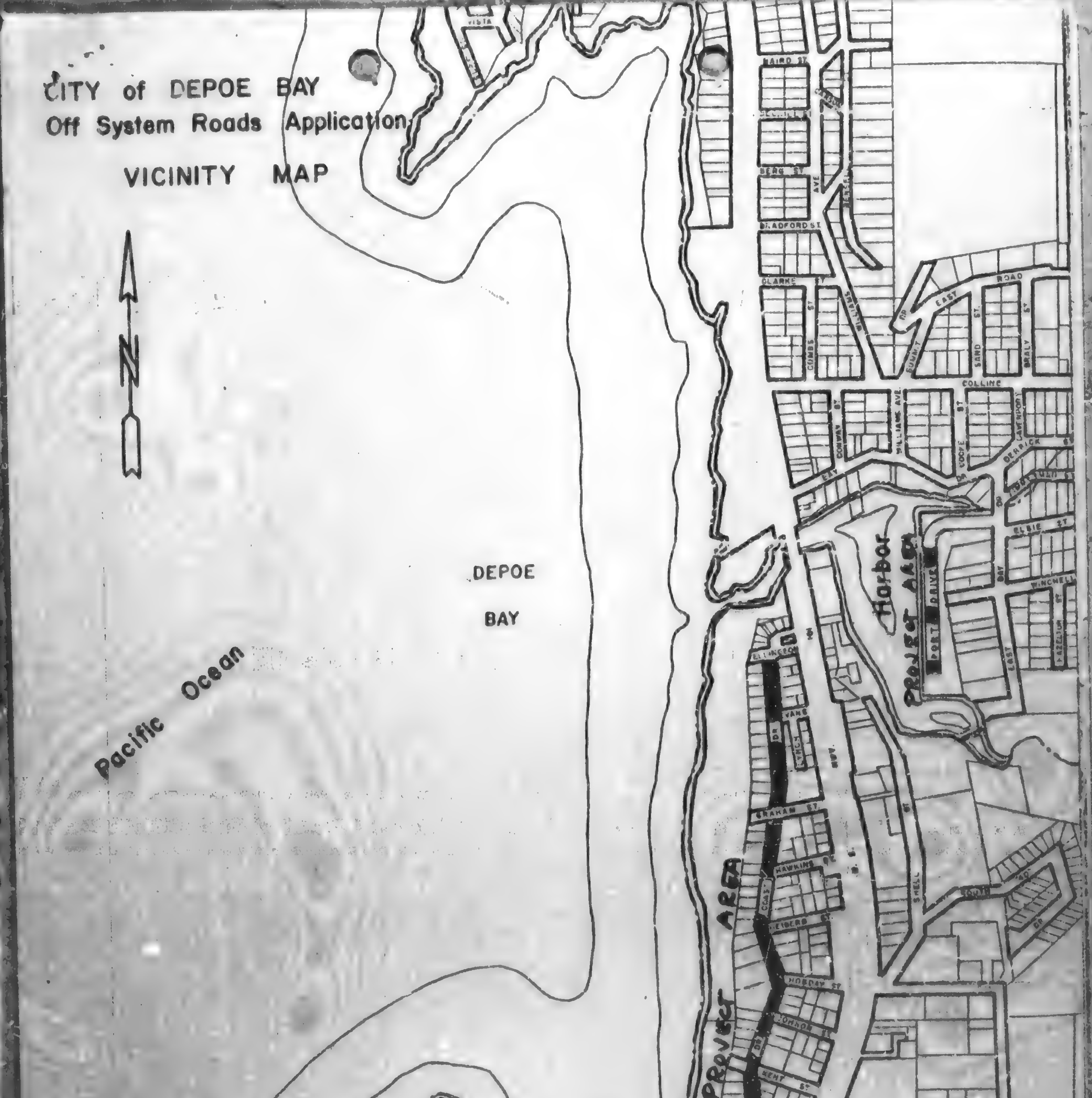
No. of Lanes 2
Lane Width 15'
Shoulder Width N.A. or Shy Dist. from Curb 0
Median Width N.A.
Total Width between Curbs &)70'

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter xxx
Other ___

Surface Type: Asphaltic Concrete--1½"Class C
Shoulder Treatment: N.A.
Type of Base: Asphaltic Concrete--4½"Class B

CITY of DEPOE BAY
Off System Roads Application
VICINITY MAP


N
DEPOE
BAY
Pacific Ocean
Harbor
PROJECT AREA
PROJECT AREA
VISTA
BAIRD ST
BERG ST
BRADFORD ST
CLARKE ST
COMBS ST
EAST ROAD
SUMMIT
SAND ST
COLLINS
CONWAY ST
WILLIAMS AVE
COOPE ST
DERRICK
ELBIE ST
WINCHELL
PORT DRIVE
GRAHAM ST
HAWKINS
NORDAY ST
JOHNSON
KENT ST
SHELL
SOUTH

1979 N.E. Maywood Pl. 8970
Sec. of E.P.F. Prescott
to Fremont (Rdside imp.)

~~STATE COPY~~

#8770 4-26-81

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 4-20-81	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. I-205-7(70)312
COMPLETION DATE 4-24-80	ACCEPTANCE DATE BY CONTRACT AGENCY 2-13-81	TIME ELAPSED 100 %	CONTRACT TIME Completion Date 5-24-80
APPROVED EXTENSIONS	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NE. MAYWOOD PLACE
E. PORTLAND FREEWAY
Roadside Improvement

This project provided landscaping of an earth sound berm adjacent to a residential area.

State wrote a shut down order to avoid planting sod lawn in cold winter months. This effectively postponed the completion date to April 24, 1980. No liquidated damages are charged.

RECEIVED
STATE HWY ENGR
MAY 1 '81
REFER TO Kessey
FOR
Info | Invest. | R/A | O/A | Sign | Act | File

cy'd: 5-1-81

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed By T. P. LOWE T. P. Lowe	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer — DATE 4/30/81	TITLE Field Operations Engineer — DATE 4/30/81

FORM FHWA-1446 B (12-73) FORMERLY PR-332

Previous Editions of PR-332 Will Not Be Used.

8970

File L.

3-12-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Morse Bros., Inc. No. 9175	Falls City (N. Main St.) Polk County	February 9, 1981
R. A. Hatch Co. No. 8860	Ross Island Br.-SE 50th St. (Portland) Multnomah County	February 9, 1981
D Mc D Corporation No. 9174	Heppner Rock Production Morrow County	February 9, 1981
Aichele Landscaping & Ben Fox No. 8970	N.E. Maywood Place Multnomah County	February 13, 1981
R. L. Coats No. 9108	Fremont Jct.-Hackett Dr. Deschutes & Klamath Co.	February 13, 1981
Hamilton Electric, Inc. No. 8689	Pac. Hwy. W @ 5th Ave. (Eugene) Lane County	February 17, 1981
Ross Bros. Construction, Inc. No. 9125	Big Butte Creek Bridge Jackson County	February 17, 1981
A. K. Lundmark & Son, Inc. No. 9144	Upper White River (Crossing Rd.) Bridge Wasco County	February 17, 1981
R. L. Coats No. 9000	Lava Butte Lookout-Sugar Pine Butte Rd. Deschutes County	February 17, 1981
Eucon Corp. of Idaho No. 9012	Pendleton-Adams Umatilla County	February 19, 1981

8970

File L.

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Eucon Corp. of Idaho No. 9012	Pendleton-Adams Umatilla County	February 19, 1981

ntractor and Contract No.	Section and County	Acceptance Date
mphrey Const., Inc. o. 8710	SE Stark/Wash. Intchge. (Wash. St. U'Xing.) Multnomah County	February 19, 1981
H. Savage Co. o. 9150	Columbia River (Astoria) Bridge Clatsop County	February 19, 1981
rt & Aggregate terchange o. 9178	N. 11th St.-Wyeth St. (St. Helens) Columbia County	February 23, 1981
bler Bros., Inc. o. 9020	Devine Summit-Burns Jct. & Burns-Burns Jct. Harney County	February 24, 1981
scade Construction ., Inc. . 9161	Arterial Street Overlay (Portland) Multnomah County	February 24, 1981
bler Bros., Inc. . 9043	Willamette Jct.-Chemult Klamath County	February 26, 1981
stern Mixing Co.,Inc. o. 9045	Grass Valley-Shaniko Sherman County	February 27, 1981
Hodgson & Sons o. 9033	Deadmans Pass Safety Rest Area Umatilla County	March 5, 1981
tario Asphalt & ncrete Co. o. 9158	NW Dorian Dr.-NW Verde Dr. (Ontario) Malheur County	March 5, 1981
hnson Rock roducts, Inc. o. 9073	Florida Ave.-Vermont Ave. (North Bend) Coos County	March 6, 1981
olst Construction Co. o. 9021	Dexter Lake South Bridge & Willamette Hwy. @ Jasper/ Lowell Rd. Lane County	March 10, 1981
tukel Rock & aving, Inc. o. 9110	Fuego Rd.-Forge Rd. Klamath County	March 10, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Weaver Construction Co. No. 9081	Port of Entry (Farewell Bend) Malheur County	March 11, 1981
Nelson-Deppe, Inc. No. 9111	Jackson Creek Road-Hot Springs Road Malheur County	March 12, 1981

March 12, 1981

C. T. Keasey
Asst. State Highway Engineer

8970

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-44	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	te Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1	2/27/81	Project Number I-205-7(70)312

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 27, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 178,979.00	$ 185,083.00
Federal funds	$ 165,063.00	$ 170,683.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of February, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXXFor: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: E.J. Valach (actg.)

Form PR-2A
(Rev. 10-78)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 20, 1981

FEDERAL AID PROJECT
No. I-205-7(70)312

N.E. MAYWOOD PLACE SECTION
EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y003
Roadside Improvement (Sta. "L" 211+00 to Sta. "L" 244+00)

Subtotal of Previous Estimate of July 20, 1979	$157,690.15

Additional Items

Topsoil (P.A. #1)	327.8 Cu. Yd.	8.25	$ 2,704.35
P.C.C. Walk (P.A. #4)		All Required	2,000.00
Establishment Period Water (S.F.O. #2)		All Required	1,400.00
			$ 6,104.35

Increase	$ 6,104.35
SUBTOTAL	163,794.50
Engineering	21,288.50
TOTAL	$185,083.00

Federal Funds	$170,683.00
State Funds	14,400.00
TOTAL	$185,083.00

Group	1-100%
Contract No.	8970
Prefix	626-1909
Prefix	626-1045

8970

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-239	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 7-27-79	State Oregon County Multnomah Project No. I-205-7(70)312

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N.E. Maywood Place Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-6-79	0.00
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS Pro-Rata 92.22%
$176,979	$ 165,063

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By V. V. Cuert
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JUL 27 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminery engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, July 20, 1979

Federal Aid Project
No. I-205-7(70)312

N.E. Maywood Place Section
East Portland Freeway
Multnomah County

Project Agreement Estimate

Type Code Y003
Roadside Improvement (Sta. "L" 211+00 to Sta. "L" 244+00)

Mobilization	All Required		$ 12,000.00
Temporary Protection and Direction of Traffic	All Required		1,500.00
Temporary Signs	50 Sq.Ft.	$ 10.00	500.00
Flagmen	40 Hour	10.00	400.00
Concrete Ditch Lining	400 Sq.Yd.	30.00	12,000.00
Furnishing and Planting Trees	176 Each	30.00	5,280.00
Furnishing and Planting Shrubs	4,410 Each	6.10	26,901.00
Furnishing and Planting Vines	230 Each	3.00	690.00
Soil Conditioner	200 Cu.Yd.	8.00	1,600.00
Bark Mulch	88 Unit	80.00	7,040.00
Sod Lawn	86,135 Sq.Ft.	0.29	24,979.15
Fertilizer	16 CWT	50.00	800.00
Irrigation	All Required		64,000.00
	Subtotal		$157,690.15
	Engineering		21,288.85
	Total		$178,979.00

Length of Project 0.00 Mile

Retained in Program Status
(Not included in amounts below)

Establishment Period Water	All Required	$ 1,400.00
2" Water Meter Installed	All Required	900.00

Federal Funds (92.22%)	$165,063.00
State Funds.	13,916.00
Total	$178,979.00

Group 1	100%
Contract No.	8970
Prefix No.	626-1909
Prefix No.	626-1045

8970

February 25, 1981

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

COM 5
#8970

Gentlemen:

On February 17, 1981, we wrote to you concerning release of final payment on Contract No. 8970 awarded to Aichele Landscaping, Inc. & Ben Fox, Inc. for roadside improvement on the S. E. Haywood Place Section of the East Portland Freeway in Multnomah County.

Final payment on this contract is $8,361.14 and the total contract amount is $167,217.11. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

JBN
cc: Aichele Landscaping, Inc. & Ben Fox, Inc.
11380 S. E. Stevens Road
Portland, OR 97266

bc: G. T. Keasey
Walt Hart
E. L. Hardt

8470 L.

FORM 81-734-8001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. E. Maywood Place

WEEK ENDING: January 10, 1981

SECTION PREFIX: 626-1045

HIGHWAY: E. Portland Freeway, I-205

COUNTY: Multnomah

NAME OF JOB: N.E. Maywood Place Section

KIND OF WORK: Roadside Improvement

CONTRACTOR: Aichele Landscaping, Inc. and Ben Fox, Inc.

CONTRACT NUMBER: 8970

FEDERAL AID PROJECT NUMBER: I-205-7(70)312

DATE OF CONTRACT: July 5, 1979

DATE WORK STARTED: July 23, 1979

ESTIMATED COMPLETION DATE: April 24, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS: n/a

SPECIFIED CALENDAR DAYS: n/a

WORK DAYS USED: n/a

CALENDAR DAYS USED: n/a

SPECIFIED COMPLETION DATE: December 31, 1979

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $ 181,588.82

EXCLUSIVE OF ENGINEERING: $ 167,189.71

ENGINEERING AUTHORIZATION: $ 14,399.11

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 169,641.74

ENGINEERING COST TO DATE: $ 15,700.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 101%

ESTIMATED PERCENT OVERRUN: 1 %

PERCENT OF AUTHORIZATION: 109 %

DATE PROJECT WAS COMPLETED: April 24, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	Sod Lawn	Plants	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Irrigation
MILES IN PROJECT	-	-			-
MILES PARTIALLY COMPLETED	-	-			-
MILES COMPLETED	-	-			-
TOTAL ESTIMATED QUANTITIES (CONTRACT)	86,135 S.F.	4,816 Ea.			$64,000.00
TOTAL QUANTITIES CORRECTED TO DATE	91,383 S.F.	5,176 Ea.			$64,000.00
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	91,383 S.F.	5,176 Ea.			$64,000.00
AVERAGE DAILY QUANTITIES	11,422 S.F.	370 Ea.			$ 1,333.00
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-			-
NUMBER OF SHIFTS PER DAY	-	-			-
HOURS PER SHIFT	-	-			-

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	n/a							
PERCENT	n/a							

January 1981		WEATHER	WORK DAYS CHARGED	HOURS DELAY
SUNDAY	4	Clear	0	
MONDAY	5	Clear	0	
TUESDAY	6	Mostly Cloudy	0	
WEDNESDAY	7	Partly Cloudy	0	
THURSDAY	8	Cloudy & Showers	0	
FRIDAY	9	Clear	0	
SATURDAY	10	Clear	0	

CAUSE OF DELAY

Project completed April 24, 1980.

RECEIVED
JAN 13 1981
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Olson

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

1-4-81 SUNDAY	Aichele-Ben Fox-Landing has completed all work required on this job. No work this week.
MONDAY 5	
TUESDAY 6	
WEDNESDAY 7	
THURSDAY 8	
FRIDAY 9	
SATURDAY 10	No Work.

REMARKS

STATUS: [illegible] Ben Fox-Landscaping has completed all work required on this job. Third [illegible] has been submitted effective December 4, 1980.

ANTICIPA[illegible] Submittal of Semi-Final estimate in early part of next week.

SIGNED
for: Arvey D. Nelson, Res. Eng'r.

LOCATION
9250 N.E. Skidmore,
Portland, Oregon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8970

1-205

PROJECT ENGINEER'S REPORT

N. E. Maywood Place (Roadside Improvement)
E. Portland Freeway, I-205
Multnomah County
Arvey D. Nelson, Resident Engineer
Contract 8970, Prefix 626-1045
October 1980

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JAN 23 1981
ROAD DESIGN SECTION
Do Not File
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Action

This contract, to install an irrigation system, construct a concrete lined ditch and landscape the area between N. E. Maywood Place and the freeway, was let to Aichele Landscaping, Inc. and Ben Fox, Inc. on July 5, 1979, with a specified completion date of December 31, 1979. The preconstruction meeting was held on July 20, 1979.

Aichele began work on July 23, 1979, with saw cutting the pavement on the bike path along the West side of N. E. Maywood Place (constructed on a prior contract) for irrigation pipe crossings. The irrigation system was basically completed by November 28, 1979. Some minor adjustments and repairs were made during that time and the end of the plant establishment period on October 31, 1980.

On a previous contract, a fence had been built along the top of the sound berm between Maywood Place and the Freeway. Our contract called for a line of sprinkler heads closely parallelling this fence. Local Maywood residents complained about this as they had become accustomed to walking their dogs along this fence and watching construction of the freeway, but with the sprinklers there, they would now get wet. Consequently, we installed this first row of sprinklers about 5 feet inside the fence.

Work on the concrete lined ditch began July 29, 1979, and was completed on August 8, 1979.

Grading for planting beds began on November 29, 1979. Planting of trees, shrubs, and vines began on December 3, 1979. Between then and December 21, 1979, the contractor delivered to the jobsite and planted the full planned quantities of plants. It appears the actual field area of this project was somewhat larger than plan estimate. As a result of this, some planting areas had not received any plants and other areas were only partially filled after we had used up the original plant quantity. These areas were completed during the months of April and May 1980.

On December 22, 1979, a partial stop work order was issued to prevent the contractor from placing the sod lawn. It was felt that we would not get a good two week establishment period for the lawn at that time of year. The contractor did not work on the project during January, February, or March 1980. He began reshaping and reconditioning sod lawn areas on April 3, 1980. The Stop Work Order was recinded on April 14, 1980, and the contractor placed the lawn between April 14, and April 21, 1980.

A pre-establishment period inspection was made on February 1, 1980. During this inspection it was found that some of the plants were undersize. Those plants that were in good condition and only one side undersize were accepted at a reduced price. Price Agreement No. 2 was written to credit the State $1,136.45 for allowing use of the undersize plants. The remaining undersize plants were replaced.

Replanting of dead and undersize plants and the filling in of those areas not planted in December 1979 was begun April 10, and completed May 30, 1980. The plant establishment period began at this time.

The contractor performed plant establishment work during the months of July and September 1980. On October 15, 1980, the final replanting, weeding work, and adjusting and repair to the irrigation system began. This work was completed on October 24, 1980. The final inspection and acceptance of the job was on October 29, 1980.

Although this project is located in a city and across the street from occupied houses, the contractor experienced considerable vandalism from people riding bicycles, motorcycles, and even 4-wheel drives across the lawns and through the planting areas between the cul-de-sac at the North end of Maywood Drive and Prescott Street. Also, quite a bit of the "replanting" work required was to refill areas where thieves would strip 25 - 50 shrubs at a time. This occurred more than once during establishment period.

Price Agreement No. 1 was written adding topsoil to the project between the bikepath and Maywood Place to cover areas where the native soils were unsuitable as planting beds. This cost $2,704.35.

Price Agreement No. 3 covered costs of installing an electrical line from an existing source on the East side of Maywood Place, through existing conduit, to the new meter base on the retaining wall near Sta. 15 on the West side of Maywood Place. It appears the plans and specifications for this project had overlooked this service or at least were ambiguous as to just who was to be responsible for providing this service. So the State agreed to pick up $452.42 of the cost.

Price Agreement No. 4 was written adding a concrete walk between the cul-de-sac at N. E. Campaign St. and the bikepath. Pedestrian and cycle traffic across a shrub area and sod lawn here was causing considerable damage to the lawn and shrubs. Local citizens complained about this and also about the fact they had no paved access to the bike path from N. E. Campaign St. Final cost of this sidewalk was $2,000.00. This work was done in late October (22nd.) 1980.

Two State Force Orders were written to reimburse Parkrose Water District for furnishing and installing a 2-inch water meter service (No. 1) at Sta. 18+75, and for furnishing irrigation water for the plants between November 14, 1979 and November 17, 1980. The meter was installed August 10, 1979, at cost of $988.27. Irrigation water cost $1,435.50.

Final cost of the project is anticipated at $187,641.74 or about 3.33 percent over the original project authorization.

Arvey D. Nelson
Resident Engineer

ADN:ELC:erc

/.

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: N.E. MAYWOOD PLACE	CONTRACT NO.: 8970
HIGHWAY: E. PORTLAND FREEWAY I-205	PREFIX NO.: 626-1045
COUNTY: MULTNOMAH	FA NO.: I-205-7(70)312

SUMMARY

ITEM	ORIGINAL AMT.	SEMI-FINAL AMT.	PERCENT + OR -
Contract Bid Items	$157,690.15	$163,197.65	+3.49
Extra Anticipated Items	$2,300.00	$2,423.77	+5.38
Contingencies	$7,199.56	$4,020.32	+44.16
Engineering	$14,399.11	$18,000.00	+25.01
	$181,588.82	$187,641.74	+3.33

INDIVIDUAL OVERRUNS AND UNDERRUNS

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

ITEM NO.	ITEM	UNIT	ORIGINAL AMOUNT	SEMI-FINAL AMOUNT	PERCENT + OR -
5	Concrete Ditch Lining	Sq. Yd.	400.00	460.54	+15.14
	Field areas were somewhat larger than plan areas resulting in this overrun.				
7	Furnishing & Planting Shrubs	Ea.	4410	4779	+8.37
	Field areas were somewhat larger than plan areas resulting in this overrun.				
9	Soil Conditioner	Cu. Yd.	200	14.81	-92.60
	Existing barked areas were fertilized in lieu of Soil Conditioner. This resulted in an underrun of this bid item.				
10	Bark Mulch	Unit	88	114.50	+30.11
	Field areas were somewhat larger than plan areas resulting in this overrun.				
11	Sod Lawn	Sq. Ft.	86,135.00	91,383.0	+6.09
	Field areas were somewhat larger than plan areas resulting in this overrun.				
PA#1	Top Soil	Cu. Yd.	500.00	327.80	-34.44
	The native material between the bike path and curb was unsuitable for planting beds. Top soil was required to remedy this. The original estimate exceeded the field requirements.				
PA#2	Credit for Undersize Plant Material Used and Accepted	Lump Sum	$1,136.45	$1,136.45	0.00
	Contractor credits the State a lump sum in lieu of replacing plants found to be undersize.				

INDIVIDUAL OVERRUNS AND UNDERRUNS
(Cont.)

ITEM NO.	ITEM	UNIT	ORIGINAL AMOUNT	SEMI-FINAL AMOUNT	PERCENT + OR -
PA#3	Provide Electical Service	$	$452.42	$452.42	0.00

Payment for this work was not provided for in the plans or Special Provisions.

ITEM NO.	ITEM	UNIT	ORIGINAL AMOUNT	SEMI-FINAL AMOUNT	PERCENT + OR -
PA#4	Concrete Walk	$	$2,000.00	$2,000.00	0.00

Pedestrians were walking through the planted areas to get from N.E. Campaign St. Cul-de-Sac to the bike path. This was causing damage to the sod lawn and plants in this area. This concrete walk eliminated this problem.

	ORIGINAL AMOUNT	SEMI-FINAL AMOUNT	PERCENT + OR-
ENGINEERING	$14,399.11	$18,000	+25.01

Completion of contract was almost a year later than originally planned due to shutdown order from December 21, 1979 to April 14, 1980 during which contractor was not allowed to place sod lawn. Then establishment period was extended to October 31, 1980.

Vandalism and theft of plant materials, with repeated replantings, and recounting of plants also added to costs.

The final quantity shown is an estimated amount as costs for Salem offices final checking have not yet been determined.

8970

1-205

37

ROAD DESIGN SECTION 378-6558

Bill Tison
Resident Engineer

October 31, 1980

Marlyn Anderson
Landscape Architect

N.E. Maywood Place Section
E. Portland Freeway Highway
Multnomah County
Planting Plan

I am replying to your question concerning the plant material planted parallel to the southern right of way line at the cul-de-sac on Campaign Street.

A hedge type plant, Pacific Waxmyrtle, was planted in response to complaints from the adjacent property owner. Complaints of parked cars and beer drinking prompted us to attempt to protect the adjacent property from these activities by placing a screen of plant material between the cul-de-sac and the adjacent property.

To remove the existing plants and replace them with another type of plant material would be prohibitive in cost and difficult to justify as an appropriate use of tax money.

The Pacific Waxmyrtle can be maintained as a hedge at most any height considered appropriate.

MRA:rlr

8170 8-3-77

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(70)312

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71020

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 7-27-79	FEDERAL ROUTE NUMBER Interstate 205 STATE ROUTE NUMBER Primary 64

RECEIVED
STATE HWY ENGR
AUG 7'79
REFER TO Moehring
FOR
Info Inves R/D D/R Sign Act File

8-7.
ome

GENERAL LOCATION:
N. E. Maywood Place Section

GENERAL DESCRIPTION OF WORK:
Establishment period water

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 7-31-79 this will confirm the advance approval date of 7-27-79 for establishment period water to be supplied, effective with starting date of plant establishment period, by Parkrose Water District. TEC NTE $1,400 - F.F. $1,291. (Represented by SFO #2)

DATE 8-3-79	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8970

FORM 81-734-3030

OE RME [✓ RCE] BE I-205

RECEIVED

RBM

UE JUL 31 1980 RSC

SO REGION I RBI

TO

37

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: MAI 12

MILWAUKIE - 2B

July 31, 1980

M. D. Payne

FROM: M. D. PAYNE
District Engineer

SUBJECT: Maywood Place Landscaping
I-205

TO: MEMO TO FILE

The evening of July 21 I met with a group of neighbors in the City of Maywood who have considerable interest in the landscaping that has been done on the noise berm between Maywood Place and I-205 freeway.

They have taken careful note of the contractors work and maintenance during the plant establishment and the state forces maintenance of the sod lawn. They expressed criticism of what they have observed and are somewhat interested in taking over the landscape maintenance as a neighborhood project, or have the City take over the area as a park.

We discussed the different options that might be open to them and the Highway Division in working out an agreement. I told them that a contract agreement with the City would be the most viable option. They suggested the possibility of turning the area over to the City as a park as another possible option. I told them I would be all in favor of this type of arrangement.

Ms. Sam Lund was the spokesperson for the group. She is also a member of the City Council. In past council sessions, the majority had not been in favor of the City being involved, but she and Mr. Joe Jacko, another member of the group, felt that the council could be persuaded, to agree with them.

The group felt that they should be in a position to return to the Highway Division with a proposal this coming fall after the contract establishment period is over and they have the opportunity to discuss their desires with the council.

As an aside, Ms. Sam Lund took exception to the type of illumination fixtures planned for the bike path. She understands that they are designed to be more or less vandal proof, but she thinks they will be ugly. She has copies of correspondence from E. L. Hardt, Region Engineer which includes pictures of the luminaires. She also has Walt Hart's phone number and is aware that he is in charge of the illumination design. I advised her to make her suggestions known as soon as possible in order to have them considered in the early planning stages.

MDP:in

cc: E. L. Hardt

cc: Bob Schroeder
Hal Versteeg
Walt Hart
Bob Bothman

FYI
ELH

8970

1-205-37

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: Merl Anderson
Landscape Architect

DATE: June 9, 1980

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Maywood Park

Obviously there is a problem of enforcement on the [redacted] bikeway as well as the landscaped areas.

I do not believe the design to be faulty but I do think we should request that a very hard line be taken with anyone caught riding motorcycles or driving cars on the bikeway or any landscaped areas. The maximum fine of $250 should be imposed and publicized.

If there is a need for an added path to keep people from running or walking across landscaping, let's build it.

DES:ge

Verstoeg
2 Anderson
Christensen
1 Olson
Sullivan
Turpin
Trout
Wakerlig

RECEIVED
JUN 10 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

Contains Recycled Materials
81-125-1307

SP*75603-125

P

6970

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

6-6-79.

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
[illegible] 205-7(70)312

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
71020

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 22'79
REFER TO
Machney
FOR

Info	Inres	R/D	D/R	Sign	Act	File

6-22
Assig
to

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
6-6-79	6-6-79	Interstate 205
		STATE ROUTE NUMBER Primary 64

GENERAL LOCATION:
NE Maywood Place Section

GENERAL DESCRIPTION OF WORK:
Landscaping

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (*Specify*)
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 6-4-79 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $182,696 Federal Funds $168,482.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-6-79	G. K. [illegible]	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-018

8970

5-8-79

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Plant List & Summary
3-6 Incl.	Planting Plans
7-14 Incl.	Irrigation Plans

Dr'g. No's.
L1014, L1015 - Irrigation } Not Incl.
L1023 - Planting Details }

STATE O

DEPARTMENT OF

STATE HIGH

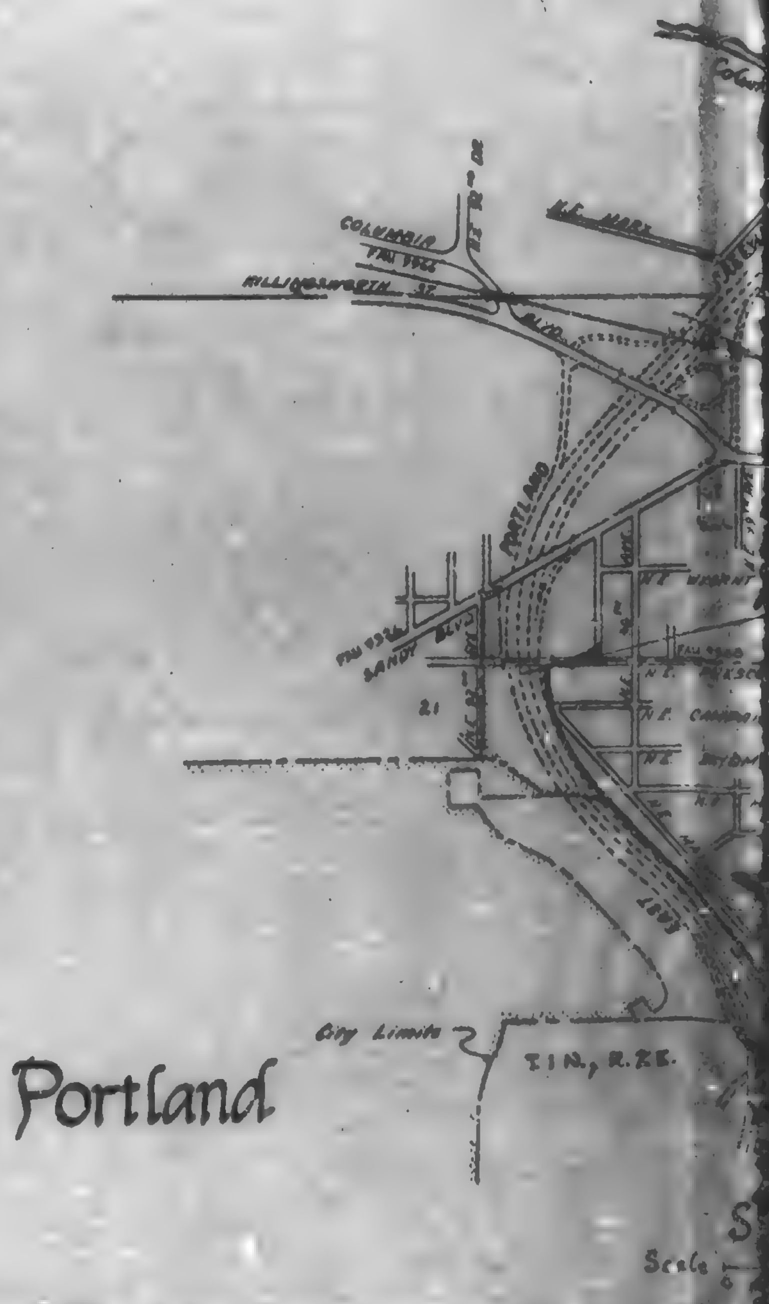
PLANS FOR

ROADSIDE

N.E. MAYWOOD

EAST PORTLAND

MULTNOM


COLUMBIA
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BLVD.
N.E. MARX
PORTLAND
SANDY BLVD.
21
N.E.
EAST
City Limits
T.1N., R.2E.
Portland
Scale 0

TE OF OREGON

T OF TRANSPORTATION

IGHWAY DIVISION

FOR PROPOSED PROJECT

ROADSIDE IMPROVEMENT

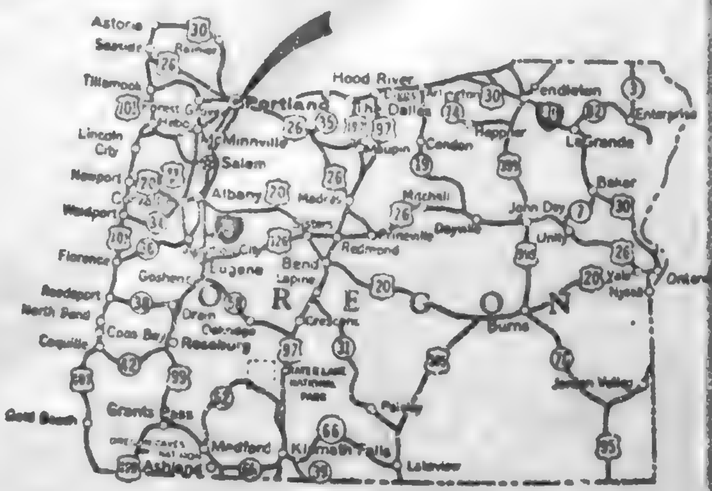
OOD PLACE SECTION

LAND FREEWAY HIGHWAY

ULTNOMAH COUNTY

PRELIMINARY COPY
APR 19 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

N.E. MAYWOOD PLACE SECTION EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH COUNTY				SHEET No 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



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Lincoln City
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Waldport
Florence
Reedsport
North Bend
Coquille
Gold Beach
Portland
McMinnville
Salem
Albany
Madras
Eugene
Bend
Redmond
Roseburg
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Burns
Hood River
The Dalles
Arlington
Pendleton
La Grande
Enterprise
Baker
John Day
Ontario
Condon
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Mitchell
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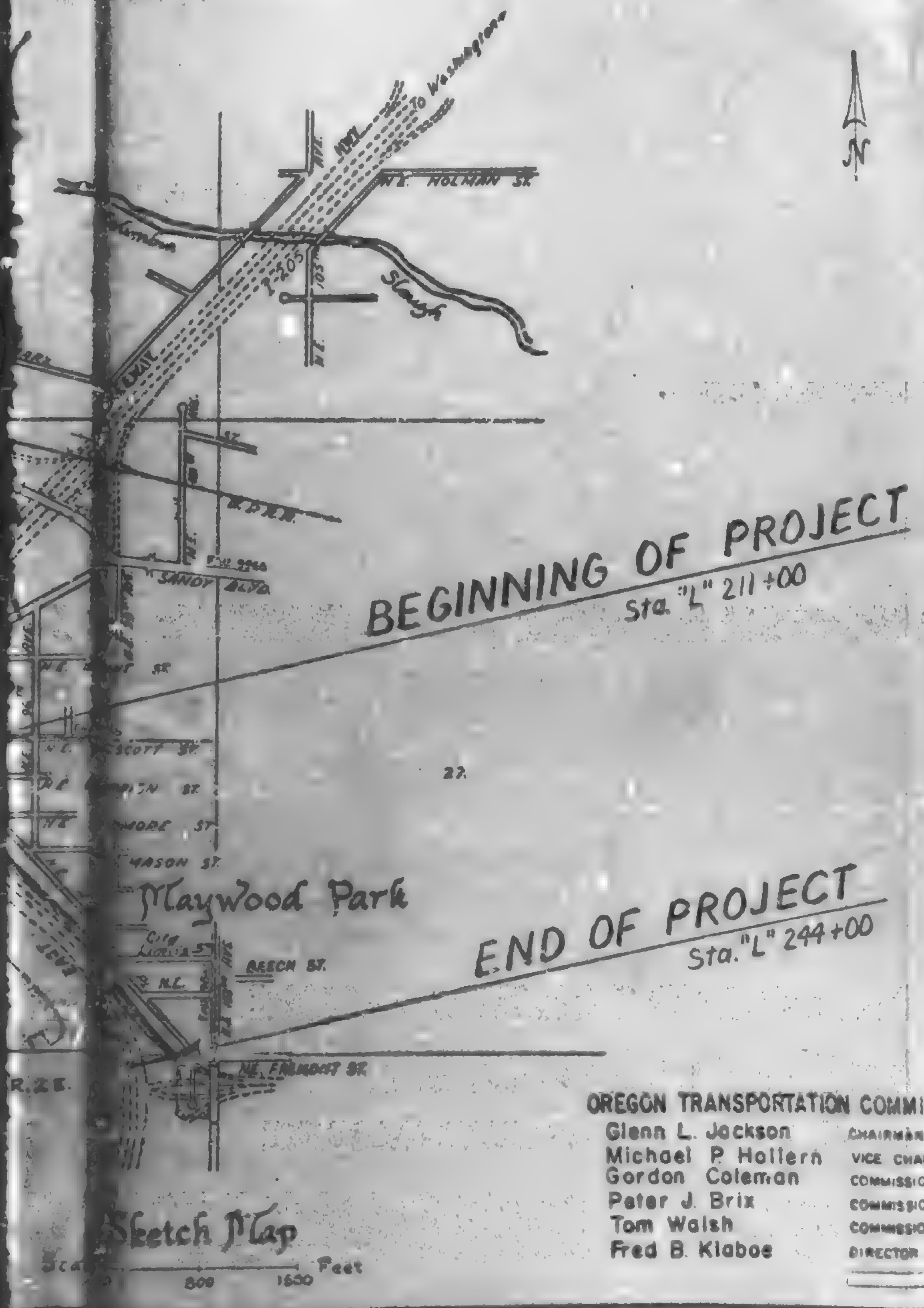

N
To Washington
I-205
N.E. HOLMAN ST.
Slough
U.P.R.R.
SANDY BLVD.
N.E. PRESCOTT ST.
Maywood Park
BEECH ST.
N.E. FREMONT ST.
BEGINNING OF PROJECT
Sta. "L" 211+00
END OF PROJECT
Sta. "L" 244+00
Sketch Map
Scale
800
1600
Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED BY

FOR THE CITY OF MAYWOOD

H. S. COULTER

E. S. HUNTER

H.S. Coulter STATE HIGHWAY ENGINEER

E.S. Hunter ASSISTANT STATE HIGHWAY ENGINE

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER DATE

BOTANICAL NAME
— TREES —
ACER GINNALA
ACER RUBRUM 'RED SUNSET'
MALUS 'AMERICAN BEAUTY'
MALUS 'GOLDEN HORNET'
PRUNUS BLIREIANA 'PISSARD'
PRUNUS SERRULATA 'KWANZAN'
PSEUDOTSUGA TAXIFOLIA
— SHRUBS —
ABELIA GRANDIFLORA
BERBERIS THUNBERGI 'ATROPURPUREA'
CORNUS STOLONIFERA
CORNUS STOLONIFERA 'FLAVIRAMEA'
COTONEASTER FRANCHETI
COTONEASTER SALICIFOLIA
JUNIPERUS SABINA 'TAMARIX'
MAHONIA AQUIFOLIUM
NANDINA DOMESTICA
OSMANTHUS ILICIFOLIUS
PHOTINIA FRAZERI
PRUNUS LAUROCERASUS 'OTTO LUYKENS'
POTENTILLA FRUTICOSA 'KATHERINE DYKES'
PYRACANTHA COCCINEA 'LALANDI'
VIBURNUM TOMENTOSUM 'STERILE'
THUJA OCCIDENTALLIS 'PYRAMIDAL'
— VINES —
PARTHENOCISSUS TRICUSPIDATA 'LOWII'

N.E. MAYWOOD PLACE SECTION EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH COUNTY				SHEET No. 2
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I205-7(54)312		See Index

PLANT LIST

	COMMON NAME	GRADE CLASS	SIZE & DESCRIPTION	SPACING	TOTAL
	AMUR MAPLE		4'-5' MULTI. STEM	AS SHOWN	7
	RED SUNSET RED MAPLE	1 1 3 1	8'-10'-1¼"-1½ CALIP. - MAX. HT. 12'	" "	68
	AMERICAN BEAUTY FLOWERING CRABAPPLE	1 1 3 1	6'-8' MIN. ⅞" CALIP. 7 BRANCHES	" "	6
	GOLDEN HORNET FLOWERING CRABAPPLE	1 1 3 1	6'-8' MIN. ⅞" CALIP. 7 BRANCHES	" "	6
	PISSARD BLIREIANA PLUM	1 1 3 1	6'-8' MIN. ⅞" CALIP. 7 BRANCHES	" "	11
	KWANZAN ORIENTAL CHERRY	1 1 3 1	6'-8' MIN. ⅞" CALIP. 7	" "	8
	COMMON DOUGLASFIR	3 1 2 4	4'-5' HT. - MIN. SPREAD 2½'-3'	" "	70
	GLOSSY ABELIA	4 1 3 4	24"-30" HT. - MIN. SPREAD 16"	5' O.C.	350
	REDLEAF JAPANESE BARBERRY	2 1 5 7	15"-18" MIN 3 CANES 15" & UP	4' O.C.	747
	REDOZIER DOGWOOD	2 1 5 3	18"-24" MIN. 3 CANES 18" & UP	5' O.C.	174
	YELLOWTWIG REDOZIER DOGWOOD	2 1 5 3	18"-24" MIN. 3 CANES 18" & UP	5' O.C.	147
	FRANCHET COTONEASTER	4 1 3 2	24"-30" SPREAD	6' O.C.	3
	WILLOWLEAF COTONEASTER	4 1 3 2	24"-30" SPREAD	6' O.C.	80
	TAMARIX SAVIN JUNIPER	3 1 2 2	15"-18" SPREAD	5' O.C.	1372
	OREGONGRAPE	4 1 3 4	15"-18" HT. - MIN. SPREAD 10"	5' O.C.	114
	NANDINA	4 1 3 4	18"-24" HT. - MIN. SPREAD 12"	4' O.C.	79
	HOLLY OSMANTHUS	4 1 3 5	24"-30" HT. - MIN. SPREAD 16"	6' O.C.	255
	FRAZER PHOTINIA	4. 1. 3. 4.	24"-30" HT. - MIN. SPREAD 20"	8' O.C.	54
ENS'	OTTO LUYKENS COMMON LAURELCHERRY	4. 1. 3. 2	15"-18" SPREAD	5' O.C.	277
KES'	KATHERINE DYKES BUSH CINQUEFOIL	2. 1. 5. 2.	15"-18" MIN. 4 CANES 15" & UP	5' O.C.	470
	LALAND SCARLET FIRETHORN	4. 1. 3. 4.	24"-30" HT. - MIN. SPREAD 16"	6' O.C.	168
	JAPANESE SNOWBALL VIBURNUM	2. 1. 5. 4.	2'-3' MIN. 3 CANES 2' & UP	6' O.C.	50
	PYRAMIDAL EASTERN ARBORVITAE	3. 1. 2. 6.	4'-5' HT. - MIN. SPREAD 2½'-3'	2½' O.C.	77
OWII'	LOWII BOSTON IVY	6. 2.	1 GAL. CONT. - MIN 12" RUNNERS	AS SHOWN	230

NOTE: ALL PLANT MATERIAL SHALL BE B&B OR CONTAINER GROWN.

PLANT LI

BOTANICAL NAME	COMMON NAME	GRAD CLA
— TREES —		
ACER GINNALA	AMUR MAPLE	
ACER RUBRUM 'RED SUNSET'	RED SUNSET RED MAPLE	1 1 3
MALUS 'AMERICAN BEAUTY'	AMERICAN BEAUTY FLOWERING CRABAPPLE	1 1
MALUS 'GOLDEN HORNET'	GOLDEN HORNET FLOWERING CRABAPPLE	1 1 3
PRUNUS BLIREIANA 'PISSARD'	PISSARD BLIREIANA PLUM	1 1 3
PRUNUS SERRULATA 'KWANZAN'	KWANZAN ORIENTAL CHERRY	1 1 3
PSEUDOTSUGA TAXIFOLIA	COMMON DOUGLASFIR	3 1
— SHRUBS —		
ABELIA GRANDIFLORA	GLOSSY ABELIA	4 1 3
BERBERIS THUNBERGI 'ATROPURPUREA'	REDLEAF JAPANESE BARBERRY	2 1 5
CORNUS STOLONIFERA	REDOZIER DOGWOOD	2 1
CORNUS STOLONIFERA 'FLAVIRAMEA'	YELLOWTWIG REDOZIER DOGWOOD	2 1
COTONEASTER FRANCHETI	FRANCHET COTONEASTER	4 1
COTONEASTER SALICIFOLIA	WILLOWLEAF COTONEASTER	4 1 3
JUNIPERUS SABINA 'TAMARIX'	TAMARIX SAVIN JUNIPER	3 1 2
MAHONIA AQUIFOLIUM	OREGONGRAPE	4 1
NANDINA DOMESTICA	NANDINA	4 1
OSMANTHUS ILICIFOLIUS	HOLLY OSMANTHUS	4 1 3
PHOTINIA FRAZERI	FRAZER PHOTINIA	4. 1.
PRUNUS LAUROCERASUS 'OTTO LUYKENS'	OTTO LUYKENS COMMON LAURELCHERRY	4. 1.
POTENTILLA FRUTICOSA 'KATHERINE DYKES'	KATHERINE DYKES BUSH CINQUEFOIL	2.1.
PYRACANTHA COCCINEA 'LALANDI'	LALAND SCARLET FIRETHORN	4.1.
VIBURNUM TOMENTOSUM 'STERILE'	JAPANESE SNOWBALL VIBURNUM	2.1.
THUJA OCCIDENTALLIS 'PYRAMIDAL'	PYRAMIDAL EASTERN ARBORVITAE	3.1.2
— VINES —		
PARTHENOCISSUS TRICUSPIDATA 'LOWII'	LOWII BOSTON IVY	

6970

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 2, 1977

FROM: J. H. Versteeg
Head of Engineering

SUBJECT: Programming
Landscape Contracts

TO: E. S. Hunter
Technical Services Engineer

The following Interstate landscaping projects should be programmed for construction during the 1978 calendar year.

1. Garden Valley Rd.-Fairgrounds Interchange Section

   Length of project: 2.55 miles
   Beginning MP 125.36 - End MP 122.81
   Estimate of Cost = $300,000.00
   Suggested contract letting date: June 1978

2. NE Prescott St.-NE Fremont St. (Maywood Place Section)

   Length of project: .67 mile
   Beginning Sta. 210+70 - End Sta. 244+50
   Estimate of Cost = $200,000.00
   Beginning MP 23.27 - End MP 22.60
   Suggested contract letting date: July 1978

3. S. Tigard Interchange-East Portland Freeway Section

   Length of project: 3.6 miles
   Beginning MP 292.77 - End MP 289.17
   Estimate of Cost = $250,000.00
   Suggested contract letting date: August 1978

   We may include some sound wall construction so estimated cost will approach $500,000.

RECEIVED
TECHNICAL SERVICES
SEP 2 '77
REFER TO
FOR

The Garden Valley Rd.-Fairgrounds Interchange Section and the S. Tigard Interchange-East Portland Freeway Section landscaping projects are the final phases of construction for these sections. Local commitments have been made to landscape these sections and FAI funding is available.

The NE Prescott St.-NE Fremont St. (Maywood Place) Section is a part of the I-205 construction. Local commitments to Maywood Place and to other agencies have been made on this project.

NOTED
E. S. HUNTER
cc [illegible]
9-6-77

JHV:jh

MAILGRAM SERVICE CENTER
MIDDLETOWN, VA. 2264

western union Mailgram

2-058970E244002 09/01/77 ICS IPMRNCZ CSP SAMA
1 MGM TDRN SALEM OR 09-01 0539P EST

HIGHWAY DIVISION JEA
TRANSPORTATION BLDG ROOM 130
SALEM OR 97310

THIS MAILGRAM IS A CONFIRMATION COPY OF THE FOLLOWING MESSAGE:

TDRN SALEM OR 58 09-01 0539P EST
PMS FEDERAL HIGHWAY ADMINISTRATION, ATTN BRENDA PRESTON , DLR
OFFICE OF CONTRACTS AND PROCUREMENT
WASHINGTON DC 20590

WE AGREE TO PARTICIPATE IN THE PROJECT INTITLED "IMPLEMENTATION OF HIGHWAY SAFETY PROJECT EVALUATION PROCEDURES" FOR A TOTAL ESTIMATED COST OF $14,100 AS SET FORTH IN THE ATTACHMENT TO REQUISITION #42-21-7282 ONLY ACTUAL COST INCURRED IN PERFORMING THE WORK WILL BE CHARGED TO THE PROJECT (FHWA)

E S HUNTER, TECHNICAL SERVICES ENGINEER, OREGON DEPARTMENT OF TRANSPORTATION SALEM OR 97310

1741 EST

MGMCOMP MGM

RECEIVED
TECHNICAL SERVICES

SEP 2 77

REFER TO

FCx

Info	Invest	R/D	D/R	Sign	Act	File

cy Groffie
accounting
9-2-77

western union **Telegram**

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	☐ OVER NIGHT TELEGRAM UNLESS BOX ABOVE IS CHECKED THIS MESSAGE WILL BE SENT AS A TELEGRAM
			5004-900	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

September 1 19 77

TO Office of Contracts and Procurement
Attention Brenda Preston (HCP-30)
STREET & NO. Federal Highway Administration
400 Seventh Street, S.W.
CITY & STATE Washington, D.C.

CARE OF OR APT. NO.
TELEPHONE Area Code 202 755-9370
ZIP CODE 20590

We agree to participate in the project entitled "Implementation of Highway Safety Project Evaluation Procedures" for a total estimated cost of $14,100 as set forth in the attachments to Requisition No. 42-21-7282. Only actual costs incurred in performing the work will be charged to the project (FHWA).

Called in via 1-800-648-4100

SENDER'S TEL. NO. 378-6891

NAME & ADDRESS E. S. Hunter, Technical Services Engineer
Oregon Dept. of Transportation
Salem, OR 97310

WU 1207 (R 5-69)

6970

P

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: March 8, 1977

FROM: K. D. LIMBOCKER
Metro Design Engineer

NOTED
E. S. HUNTER

SUBJECT: Maywood City Council Meeting

Bob Bothman and I met with the Maywood City Council Monday, March 7, at 8:00 p.m. Bob opened the presentation with a listing of current projects and future scheduling that affects the Maywood Area.

I presented the proposed construction features and we both responded to questions.

Primary concerns are disposition of the trees, the internal traffic circulation and landscaping treatment for this area.

We indicated that every effort would be made to save all trees that could possibly be salvaged. This should be investigated for possible transplanting, treewells and design variations to save existing plantings. I would suggest a study and recommendations by the Landscape Section.

All present seemed pleased with the revised traffic pattern which stops through traffic on Maywood Place.

KDL/ldo

cc: [redacted]
J. H. Versteeg
W. J. Hart
Buz Banzer

RECEIVED
STATE HWY ENGR
MAR 9 '77
REFER TO
FOR
Info Inven R/D O/R Sam Act File

81-128-1387

1979 Columbia River 8971
(Interstate) Br. on
Pac. Hwy. (Deck overlay)

8971

January 13, 1981

Valentine Surfacing Company
P. O. Box 86
McMinnville, Oregon 97128

Con 3
#8962, 8971
and 8860

Attention: Charles R. Valentine
President

Gentlemen:

Thank you for your letters of December 22, 1980, indicating that you have been paid in full from R. A. Hatch Company for work performed on the following contracts:

Contract No. 8971 for deck overlay on the Columbia River (Interstate) Bridge Section of the Pacific Highway. Claim was in the amount of $2,960.

Contract No. 8860 for work on the Ross Island Bridge-S. E. 50th Avenue (Portland) Section of the Mt. Hood Highway in Multnomah County. Claim was in the amount of $6,567.15.

Contract No. 8962 for paving on S. W. 117th Avenue-S. W. Hocken Avenue (Beaverton) and N. E. Sandy Boulevard-S. E. Flavel Street (Portland) Sections in Washington and Multnomah Counties. Claim was in the amount of $15,093.87.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:bek

cc: R. A. Hatch Company
P. O. Box 201
Bend, OR 97701

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, Wisconsin 54401

Corroon and Black of Oregon
1600 S. W. Fourth Avenue
Portland, OR 97201

NOTED ON [illegible]
1-12-81

VALENTINE SURFACING CO.

(503) 472-4155

P. O. BOX 86
1305 LAFAYETTE AVE.
McMINNVILLE, OR 97128

December 22, 1980

Oregon State Department of Transportation
Highway Accounting
434 Transportation Building
Salem, OR 97310

RE: OSHD Contract 8971
Interstate Bridge

Gentlemen:

We are hereby notifying your office that Valentine Surfacing Co. has received payment in full for work performed on the above referenced project, from R. A. Hatch Co. Payment was received on December 12, 1980.

Sincerely,

VALENTINE SURFACING CO.

By C. R. Valentine
Charles R. Valentine
President

CRV/mgd

cc: R. A. Hatch Co.
Corroon & Black
Employers Insurance of Wausau

NOTED
V. E. SKOOG

RECEIVED
DEC 29 1980
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
DEC 24 1980
HIGHWAY ACCOUNTING

#8971 12-4-80 L.

STATE COPY

cc: H S Coulter (State)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 12-4-80	REPORT MADE BY C. T. Christianson, Area Engineer		PROJECT NO. I-5-6(92)309
COMPLETION DATE 11-26-79	ACCEPTANCE DATE BY CONTRACT AGENCY 7-14-80	TIME ELAPSED 98 %	CONTRACT TIME 120 C.D.
APPROVED EXTENSIONS None	LOCATION Interstate Bridge - Portland/Vancouver		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA RIVER (INTERSTATE BRIDGE) SECTION
PACIFIC HIGHWAY

The purpose of this project was to repair deck expansion joints and resurface the twin bridge decks. The use of Rub-R-Road asphaltic mixture was approved as an experimental project and follow-up testing and evaluation reporting will be done by the State.

A final inspection on July 14, 1980 indicated satisfactory completion subject to minor repair needed in surfacing near some of the joints. This work has now been completed. The final project cost was $952,114 representing a negligible overrun.

RECEIVED
STATE HWY ENGR
DEC 8 - '80
REFER TO Keasey
FOR

Info	Inves	R/O	D/R	Sign	Act	File

12-8
ay

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE CRChristianson C. T. Christianson		SIGNATURE G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 12-3-80	TITLE Field Operations Engineer	DATE 12/5/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8971 5504

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 2 1980
NORMA PAULUS
SECRETARY OF STATE

December 1, 1980

IN REPLY REFER TO
FILE NO.:

CON 3
#8971

Valentine Surfacing Co.
P. O. Box 86
McMinnville, OR 97128

RECEIVED
DEC 2 1980
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This letter acknowledges receiving your Notice of Claim dated November 6, 1980, for pavement removal, flagging and force account work in the amount of $2,960 in connection with our Contract No. 8971.

The claim is against the bond of R. A. Hatch Co. and covers deck overlay on the Columbia River (Interstate) Bridge in Multnomah and Clark Counties.

Your Notice of Claim will be officially filed with the Secretary of State. Identical copies will be sent to the prime contractor, surety and the agent.

Please notify this office when payment has been received.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
DEC 4 - 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

dmc

cc: Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

NOTED ON
12-9-80 dmc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

VALENTINE SURFACING CO.

(503) 472-4155

P. O. BOX 86
1305 LAFAYETTE AVE.
McMINNVILLE, OR 97128

November 6, 1980

Oregon State Department of Transportation
Highway Accounting
434 Transportation Building
Salem, OR 97310

ATTEN: V. E. Skoog, Highway Controller

RE: OSHD Contract 8971

Gentlemen:

Notice is hereby given that the undersigned, Valentine Surfacing Co., has a claim for pavement removal, flagging and force account work in the sum of $2,960.00 dollars against the bond from R. A. Hatch Co. and Employers Insurance of Wausau for the work of Deck Overlay, Columbia River Bridge (Interstate), Pacific Highway, Multnomah County, Oregon and Clark County, Washington-OSHD Contract No. 8971.

Sincerely,

VALENTINE SURFACING CO.

By C.R. Valentine
Charles R. Valentine
President

CRV/mgd
cc: R. A. Hatch
Corroon & Black
Employers Insurance of Wausau

RECEIVED
NOV 13 1980
COMMISSION [illegible] ICES
DEPARTMENT OF TRANSPORTATION

NOV 12 1980
HIGHWAY ACCOUNTING

8971

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-6(92)309
Interstate Bridge (Your CON 5 dtd 9-10-80)
Pacific Hwy., Contract No. 8971
State Force Order No. 3

Date: September 29, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Reference is made to Mr. Keasey's September 10, 1980, transmittal of this change order. Achievement of smooth joints was a contract responsibility. Corrective work by the contractor apparently was not adequate, however, there is no indication that he was charged for the cost to cure. Work performed after contract completion is considered maintenance. Please code this order non-participating.

G.K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
OCT 6 - '80
REFER TO Keasey
FOR
[illegible] [illegible] R/D D/R Sign Act File

cy [illegible]

8971

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9-199	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1	9-25-80	Project Number IR-5-6(92)309

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 10, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 543,898.00	$ 547,900.00
Federal funds	$ 479,445.00	$ 482,973.00
Other revisions		

This modification is made for the following reasons: To include approved additional work item under S.F.O. #2.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of September, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon September 22, 1980

Federal Aid Project
No. IR-5-6(92)309

Jantzen Beach Intchge.-Wash. St. (Interstate Bridge) Section
I-5 in Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE Preliminary Engineering	All Required	$ 10,000.00
Type Code X046 Resurfacing, Restoration and Rehabilitation Subtotal of previous estimate of August 2, 1979		$ 949,600.00
Approved Additional Items Temporary and permanent adjustments to counter-weights on lift span (S.F.O. #2)	All Required	$ 14,000.00
	Increase	14,000.00
	SUBTOTAL	$ 963,000.00
	Engineering	118,800.00
	TOTAL	$1,085,800.00

Length of Project ---------- 0.0 mile

SUMMARY OF FUNDS

Oregon Share (88.15%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 4,407.00	$ 593.00
Resurfacing, Restoration & Rehabilitation	542,900.00	478,566.00	64,334.00
TOTAL	$547,900.00	$482,973.00	$64,927.00

Washington Share (76.60%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 3,830.00	$ 1,170.00
Resurfacing, Restoration & Rehabilitation	542,900.00	415,860.00	127,040.00
TOTAL	$547,900.00	$419,690.00	$128,210.00

Group 1	50%
Group 2	50%
Contract No.	8971
Prefix	626-1911
Prefix	626-1046

This project is to be funded jointly by the States of Oregon and Washington on a 50/50 basis in accordance with the Interstate Bridges Maintenance Agreement approved by the two States.

8971

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
8-135

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

8-10-79

State: Oregon
County: Multnomah
Project No.: IR-5-6(92)309

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Jantzen Beach Intchge.-Wash. St. (Interstate Br.) Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-6-79 jw 4-23-79	0.00
OTHER *(Specify)*		

FUNDS: Oregon Pro Rata 88.15% — Washington Pro Rata 76.60%

ESTIMATED TOTAL COST OF PROJECT		FEDERAL FUNDS	
Oregon	$543,898.00	Oregon	$479,445.00
Washington	$543,898.00	Washington	$416,625.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Asst. State Highway Engineer
(Title)
For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
for G. L. Green
Division Administrator
Date executed by Division Administrator: AUG 10 1979

Form PR-2 (Rev. 10-78) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 2, 1979

Federal Aid Project
No. IR-5-6(92)309

JANTZEN BEACH INTCHGE.-WASH. ST. (INTERSTATE BRIDGE) SECTION I-5 IN MULTNOMAH COUNTY

Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required		$ 10,000.00

Type Code X046
Resurfacing, Restoration and Rehabilitation

Mobilization	All Required		$ 90,000.00
Temporary Protection and Direction of Traffic	All Required		130,000.00
Temporary Signs	1,015 Sq.Ft.	6.00	6,090.00
Temporary Barricades	17 Each	80.00	1,360.00
Temporary Concrete Barriers (Reflectorized)	75 Lin.Ft.	20.00	1,500.00
Moving Temporary Concrete Barriers	50 Lin.Ft.	10.00	500.00
Temporary Impact Barrier Modules	4 Each	1,600.00	6,400.00
Temporary Plastic Safety Markers	850 Each	70.00	59,500.00
Flagman	1,200 Hour	22.00	26,400.00
Sequential Arrow Signs	4 Each	3,000.00	12,000.00
Removal of Structures and Obstructions	All Required		20,000.00
Guard Rail, Type 2A	75 Lin.Ft.	30.00	2,250.00
Metal Median Barriers	100 Lin.Ft.	40.00	4,000.00
Concrete Barriers	500 Lin.Ft.	40.00	20,000.00
Fingerplate Joint Modification	594 Lin.Ft.	150.00	89,100.00
Concrete Expansion Dams*	150 Lin.Ft.	150.00	22,500.00
Deck Joint Replacement, Pier 1	1 Each	100,000.00	100,000.00
Deck Joint Replacement, Pier 12	1 Each	100,000.00	100,000.00
Rubberized Pavement	3,400 Ton	75.00	255,000.00
			$ 946,600.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 2,900.00
Temporary Erosion Control	All Required		100.00
			$ 3,000.00

Subtotal	$ 949,600.00
Engineering	128,196.00
Total	$1,077,796.00

RETAIN IN PROGRAM
(Not included in amounts below)

Remove existing RR Track NB Str.	All Required	$ 15,000.00
Washington Sales Tax	All Required	7,000.00
Repair Sidewalk on Structure	All Required	20,000.00
Hayden Island Conn. (Resurf.)	All Required	20,000.00
Cold Planer Replacement Teeth	All Required	1,000.00

Length of Project - - - - 0.00 Mile

SUMMARY OF FUNDS

Oregon Share (88.15%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000	$ 4,407	$ 593
Resurfacing, Restoration & Rehabilitation	538,898	475,038	63,860
Totals	$543,898	$479,445	$ 64,453

Washington Share (76.60%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000	$ 3,830	$ 1,170
Resurfacing, Restoration & Rehabilitation	538,898	412,795	126,103
Totals	$543,898	$416,625	$127,273

Group 1 - 50%
Group 2 - 50%
Contract No. 8971
Prefix: 626-1911 P.E.
Prefix: 626-1046

This project is to be funded jointly by the states of Oregon and Washington on a 50/50 basis in accordance with the interstate bridges maintenance agreement approved by the two states.

89H

August 11, 1980

Corrosa & Black of Oregon
1600 S.W. 4th Avenue
Portland, OR 97201

CON 5
Contract #8971

Gentlemen:

On July 22, 1980, we wrote to you concerning release of final payment on Contract No. 8971 awarded to R. A. Hatch Co. for deck overlay on the Columbia River (Interstate) Bridge on the Pacific Highway in Multnomah County, Oregon and Clark County, Washington.

The total contract amount is $978,935.96 including $15,397.50 for work performed under force account.

Our Accounting Section now advises that a post-final payment for $6,035.73 will be made to the contractor as soon as the warrant is prepared. The total amount paid on this contract will then be $983,972.63 including the post-final payment. Of the total $25,610.67 is for force account.

Sincerely,

Robert W. Gagnon
CONSTRUCTION SERVICES

dmg

cc: Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
S. L. Hard

8971

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

8-6-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8971	Columbia River (Interstate) Bridge Multnomah Co., Oregon Clark Co., Washington	July 14, 1980
Jarl Construction, Inc. No. 8782	North Unit, Condon-Thirtymile Creek Gilliam Co.	July 15, 1980
R. L. Coats No. 8753	Baldock Slough-S. Baker Intchge. Baker Co.	July 18, 1980
Cascade Constr. Co., Inc. No. 8957	Lawnfield Rd.-Clackamas Hwy. Clackamas Co.	July 18, 1980
J. C. Compton Co. No. 8985	Carus Jct.-Woodburn-Estacada Hwy. Clackamas Co.	July 18, 1980
Cushing Bros., Inc. No. 9099	Dundee (S.W. 5th St.) Yamhill Co.	July 21, 1980
J. C. Compton Co. No. 8960	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	July 22, 1980
Holst Construction Co. No. 8842	Neal Creek Bridge Hood River Co.	July 24, 1980
A-1 Sandblasting & Steam-cleaning Co. No. 8714	Coos Bay (McCullough) Bridge Coos Co.	July 24, 1980
Hertz Electric, Inc. No. 9038	S. Ore. Ave. @ High School Entrance and Monroe St. @ Broadway Ave. (Burns) Harney Co.	July 24, 1980
Morse Bros. Inc. No. 8982	Corvallis/Newport Hwy. @ 19th St. (Philomath) Benton Co.	July 25, 1980
Cascade Constr. Co., Inc. No. 8923	Wilson River Hwy. Jct.-Vista Ridge Tunnel Washington and Multnomah Counties	July 29, 1980
Tawn Mar Constr. Co. No. 9065	Parsnip Creek Rock Production Lake Co.	July 29, 1980
L. W. Hembree Co. No. 8981	SW Capitol Hwy. @ SW Huber St. (Portland) Multnomah Co.	July 30, 1980

Contractor and Contract No.	Section and County	Acceptance Date
S. D. Spencer & Son No. 8003	Garden Valley Rd.-Fairgrounds Intchge. Douglas Co.	July 30, 1980
Hamilton Electric, Inc. No. 8966	Columbia River Hwy. @ Umatilla Br. Spur (Umatilla) Umatilla Co.	August 4, 1980
S. D. Spencer & Son No. 8501	Cottage Grove-Martin Creek Lane Co.	August 6, 1980
Tawn Mar Constr. Co. No. 9064	Drews Reservoir Lake Co.	August 6, 1980
W. R. Grasle Co. No. 9069	Scholls Hwy. @ SW 121st Ave. (Tigard) Washington Co.	August 6, 1980

August 6, 1980 CT Keasey

C. T. Keasey
Asst. State Highway Engineer

8971

I-205
19

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Columbia River (Interstate) Bridge.
Highway: Pacific
County: Multnomah/ Clarke

Contract No.: 8971
Prefix: 626-1046
F.A. No.: IR-5-6(92)309

Item No.	Item	Unit	Original	Semi-Final	%(+or-)
	SUMMARY				
	Bid Items	$	946,600.00	952,114.00	+1%
	Anticipated Items	$	46,000.00	-	-
	Contingencies	$	44,667.00	-	-
	Engineering	$	89,334.00	31,000.00	-65%
	Liquidated Damages	$	-	-	-
	Total	$	1,126,601.00	1,076,385.59	-4%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

Item No.	Item	Unit	Original	Semi-Final	%(+or-)
19	Rubberized Pavement	Ton	3,400.00	2,976.08	-12%

1 Versteeg ✓
Andersen
Christensen copy
Olson
Sullivan copy
Terpin
Trout
Wakerlig

RECEIVED
FEB 19 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

8971

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Columbia River (Interstate) Bridge

WEEK ENDING: 9 February 1980

SECTION PREFIX: 626-1046

HIGHWAY: Pacific Highway

COUNTY: Multnomah/Clark

NAME OF JOB: Columbia River (Interstate) Bridge

KIND OF WORK: Deck overlay

CONTRACTOR: R.A. Hatch Company

CONTRACT NUMBER: 8971

FEDERAL AID PROJECT NUMBER: IR-5-6(92)309

DATE OF CONTRACT: 23 July 1979

DATE WORK STARTED: 6 August 1979

ESTIMATED COMPLETION DATE: 29 November 1979

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 120

WORK DAYS USED

CALENDAR DAYS USED 118

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 98

PROJECT AUTHORIZATION: $1,126,601.00

EXCLUSIVE OF ENGINEERING: $1,037,267.00

ENGINEERING AUTHORIZATION $89,344.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,037,267.00

ENGINEERING COST TO DATE $31,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN ______%

PERCENT OF AUTHORIZATION 35 %

DATE PROJECT WAS COMPLETED: 29 Nofember 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					0.67
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					3,400 Ton
TOTAL QUANTITIES CORRECTED TO DATE					2,980
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					2,980
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers	0		
MONDAY	Fair	0		
TUESDAY	Rain	0		
WEDNESDAY	Showers	0		
THURSDAY	Showers	0		
FRIDAY	Clear	0		
SATURDAY		0		

RECEIVED
FEB 11 1980
CONSTRUCTION BRANCH

Kenney
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

2/3 SUNDAY	No activity
2/4 MONDAY	No activity
2/5 TUESDAY	No activity
2/6 WEDNESDAY	No activity
2/7 THURSDAY	No activity
2/8 FRIDAY	No activity
2/9 SATURDAY	No activity

REMARKS

Office work on Semi-Final.

SIGNED W.E. Hoffman Res. Engr. LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

8971

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10 - 10 - 79

FEDERAL AID PROJECT NO. IR-5-6(92)309

STATE PROJECT NO. See below

COUNTY NAME Multnomah

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90085

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 16 '79
REFER TO Moehring
FOR
Info | Invest | Draft | Sign | Act | File

10-16 orig

DATE PS&E APPROVED 6-6-79

DATE AUTHORIZATION EFFECTIVE 9-26-79

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
Jantzen Beach Interchange-Washington State Line (Interstate Bridge) Section

GENERAL DESCRIPTION OF WORK:
Temporary and permanent adjustments to counter-weights on lift spans.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of September 26, 1979, as requested in Mr. Keasey's letter of October 4, 1979 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $14,000 - Federal Funds $12,341.

DATE 10-10-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-721-018

502 East McLoughlin Boulevard
Vancouver, Washington 98663

October 5, 1979

Mr. Fred B. Klaboe, Director
Oregon State Highway Division
135 Transportation Building
Salem, Oregon 97310

Copy LEG 3-2) A-2

Dear Mr. Klaboe:

Your Division's supervision or administration of the ongoing resurfacing project on the I-5 Interstate Bridge between Vancouver, Washington, and Hayden Island on the Oregon shore has to be the most inefficient, indifferent, and ineffectual ever performed. I cite the following in support of my contention.

As I hope you are aware (you may not be), Hatch Construction Company of Bend, Oregon, for the past several weeks has been repaving the aforementioned bridge. During the latter phases of this construction, several of the gaps in the pavement that have been provided for expansion joints have been left open. These gaps are quite wide--who can get out to measure?- and certainly several inches deep. Last Monday evening, while returning to Vancouver, and traveling within the prescribed legal speed limit, and not being aware of the existing booby-traps, I drove over two of them, and in so doing, received a severe jolt (twice) to my automobile, which is a 1976 Datsun B210. After the two jolts, I realized what had probably caused them and proceeded to try to see the remaining gaps before I drove over them. This, of course, necessitated driving very slowly. Needless to say, by this time, all the vehicles crossing the bridve in the northbound lanes experienced the same jolting, and the same need to slow down to a very low rate of speed. This caused a great back-up of traffic, extending for several miles and lasting for two to three hours each evening this week. I have been told by people who are knowledgeable about such matters, that the hazardous conditions occasioned by the gaps left by the contractor can be temporarily remedied after each nightly work shift by the crews. Apparently, nobody in a position of authority believed it necessary. I realize that traffic jams can be caused by a variety of events, but conscientious authorities do what they can to avoid them, simply because of the hazards caused by the congestion alone. My point is that I believe the contractor has been grossly negligent in not posting warning signs alerting motorists to the potential accident-causing and damage-causing conditions on the bridge. Those gaps are dark, as is the pavement, and it is virtually impossible to detect them if one does not know they are there. I also contend that the State of Oregon Highway Division has been negligent in not responsibly supervising the construction project. Surely the individual in charge of the job could see the hazardous conditions and the potential chaos that could result. If he could not, then he is not qualified for his position. The first day's experiences should have been sufficient to insist that the contractor either post warning signs or take steps to alleviate the condition for the heavy daytime traffic. At least the warnings could have prevented damage to vehicles, such as was incurred by my car on Monday, October 1, 1979.

Since that day, when I drive my car over any moderately rough area, my car sways. I intend to have the damaged assessed tomorrow. I will send a copy of the assessment to you and, together with a copy of this letter, to Hatch

Mr. Fred B. Klaboe, Director
Oregon State Highway Division
135 Transportation Building
Salem, Oregon 97310
October 5, 1979
Page Two

Construction Company of Bend. I also am sending a copy of the letter to Governor Atiyeh.

I don't know who is ultimately responsible for the negligent state of the I-5 bridge, but in my opinion, the contractor's activities should be closely monitored by the Project Engineer in charge of the contract. Obviously, that person was not concerned or not competent. In any event, I shall expect either the State of Oregon or its agent, Hatch Construction Company, to be responsible for the damage to my car, since it was directly the result of negligence on both your parts for not either taking steps to correct an obvious hazardous condition or, at the very least, to post warning signs to motorists and let them have the choice of whether or not to drive more than 10 mph over the crevices in the bridge surface.

Yours truly,

Juanita M Rogers

Juanita M. Rogers

cc: Governor Atiyeh
Hatch Construction Company

10-10
orig

cy Bothman

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DOT DIRECTOR
OCT [illegible] 79
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FOR

8971

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-6-77

FEDERAL AID PROJECT NO. 5-6(92)309

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90085

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 22 '79
REFER TO Marking
FOR
Info | Inves | R/D | D/R | Sign | Act | File

6-22 orig to

DATE PS&E APPROVED 6-6-79	**DATE AUTHORIZATION EFFECTIVE** 6-6-79	**FEDERAL ROUTE NUMBER** Interstate 5 **STATE ROUTE NUMBER** Primary 1

GENERAL LOCATION:

Jantzen Beach Interchange - Washington State Line (Interstate Bridge) Section

GENERAL DESCRIPTION OF WORK:

A. C. Overlay

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Perm. Pavement Striping(SF) $2,900
Temp. Erosion Control $ 100

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 6-4-79 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,019,795 Federal Funds $939,843.

A signed copy of the Title Sheet is returned herewith.

DATE 6-6-79	**SIGNATURE OF APPROVING OFFICIAL** G. K. Hosmer	**TITLE** for Division Administrator

FORM PR-1240 (REV. 6-76) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-721-818

8991

P

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
5-79

FILE:

FROM: FINAL DESIGN

SUBJECT: Project Name Change

TO: MEMO TO THE FILES

It has been necessary to change the name of this project

FROM Jantzen Beach Intchge. - Wash. St. Line (Inter. Br.) Sec.

TO Columbia River (Interstate) Bridge
Pacific Highway
Clark (State Of Washington) & Multnomah Counties

cc: Region
Environment
Project Management
Structures
Right-of-Way
Engineering
Traffic
Location

8971

P

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project IR-5-6(92)309
Jantzen Beach Interchange-Washington State Line
Bridges 1377 and 7333

DATE: May 8, 1979

In reply refer to: HPD.3-OR/X Ref: 430.2

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Mr. Wallace's April 30, 1979 letter submitted a work plan for placing and evaluating Firestone Rub-R-Road on this project.

The work plan is brief, but covers the essential items required in FHPM 6-4-2-4. It is suggested that the first test of the membrane be done before traffic is placed on the surface, then again at 6 months. The 1-year test may not be required. With these comments the project is approved as a Category 2 Experimental Project.

According to the FHPM, a Form 1461 is to be furnished for every experimental project when the work plan is approved. I suggest that you coordinate this work with Gordon Beecroft who monitors all experimental work in the State. The FHPM now requires periodic reporting on experimental projects.

As was suggested in my previous memorandum, it would be appropriate to recheck the Rub-R-Road placed on the Powder River bridges on I-80N. It may be that Rub-R-Road can be placed on the approved list of membranes based on this project and the retesting.

for G. L. Green

cc:
OSHD (W J Hart)
OSHD (G Beecroft)

RECEIVED
STATE HWY ENGR
MAY 9 -'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8971

GENERAL FILES

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

April 30, 1979

Mr. Glen Green
Division Administrator
Federal Highway Administration
P O Box 300
Salem OR 97308

Your File
HPD .3-OR/430.2

Interstate Bridge (I-5) Overlay
Jantzen Beach Intch.-Washington
State Line Section
Bridges Nos. 1377 and 7333

Please refer to your letter of April 18, 1979. The extent of the overlay work remains the same as described in our letter of March 22, 1979.

It is now proposed to utilize Rub-R-Road rubberized asphalt concrete overlay on an experimental basis. This would be a Category 2 project under your Policy & Procedure Memorandum No. 20-6.3.

Attached is a copy of the Work Plan. We agree that a one-year evaluation of performance should be adequate with the accelerated wear to which the product will be subjected.

In view of our revised approach to the use of the subject product, we ask your approval of federal funds for the project.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Asst. Bridge Engineer

cc E. S. Hunter
D. H. Moehring
E. L. Hardt

RECEIVED
TECHNICAL SERVICE
APR 30 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3182 (Rev. 7-77)

8971

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-23-79

FEDERAL AID PROJECT NO. IR-5-6(92)309

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90085

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 4 -'79
REFER TO
FOR

Info	Inves	R/D	D/K	Sign	Act	File

5-11

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 4-23-79

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

Jantzen Beach Interchange - Washington State Line (Interstate Bridge) Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 12, 1979, I approve the program change as follows:

A) Estimated Project Cost by Phases: Change to read...

TEC	FF	SF	%
$415,000	$365,600	$49,400	88.1

B) Project Data: Change paragraph (2) to read...

2a) Remove existing AC overlay from the northbound structure, reconstruct bridge expansion joints and overlay with rubberized asphalt concrete.

2b) Overlay the southbound structure with rubberized asphalt concrete.

DATE 4-23-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8971 Form FHWA 121 (Rev. 5-73)

P

UNITED STATES GOVERNMEN

Memorandum

DEPAR ENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: April 18, 1979

In reply refer to: HPD.3-OR/430.2

SUBJECT: Oregon Project IR-5-6(92)309
Jantzen Beach Interchange-Washington State Line Sec.

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Mr. Wallace's March 22, 1979 letter requested our approval to use Firestone Rub-R-Road rubberized asphalt concrete for the overlay of the Interstate Bridge.

Several years ago you had a large experimental project on bridge deck membranes. That project has now been closed. One of the products tested, however, was Rub-R-Road. As we recall, it was only used on one or two bridges and was not found acceptable for use at that time.

Since then the City of Portland tried it on several of their Willamette River crossings. We understand that you have observed these decks and are of the opinion that this product does perform well now.

In view of this new information we will approve an experimental project to retest Rub-R-Road on this project. This, of course, will require a work plan and some evaluation. We suggest that the evaluation period be reduced to less than a year because of the high traffic volumes that will be involved. In addition, we also suggest that you consider retesting a prior installation of Rub-R-Road to check if the original data was valid. We understand the original testing was done through a thick asphalt overlay that may have been wet underneath. A retest should be done directly on the membrane.

If it can be demonstrated that Rub-R-Road is a satisfactory product, we will then approve its inclusion on the list of acceptable alternative membrane products.

For G. L. Green

cc:
OSHD (E S Hunter)
OSHD (W J Hart)

RECEIVED
STATE HWY ENGR
APR 19 '79
REFER TO
Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File
☐	☐	☐	☐	☐	☒	☐

4-23

8971

STATE OF OREGON **INTEROFFICE MEMO**

METROPOLITAN
DEPT.

238-8226
TELEPHONE

TO: H.S. COULTER
State Highway Engineer

DATE: April 4, 1979

FROM: R.N. BOTHMAN Bothman
Metropolitan Administrator

NOTED
H. S. COULTER

SUBJECT: Jantzen Beach Center -
Washington State
Interstate Bridges
I-5
Prefix 626-1911

When this project was submitted for approval last summer, the intent was to remove and repave those portions of the northbound structure that had an asphalt concrete wearing surface, a little over two thirds of the structure.

A recent inspection of the southbound bridge detected hairline cracking of the concrete deck in addition to the surface becoming polished and smooth.

It now becomes evident that as long as we are going to have to disrupt traffic and set up an elaborate traffic handling procedure, we should pave the entire surface of both north and southbound structures. Ed Hardt and Walt Hart have both concurred in the need for the whole job.

Originally the cost estimate was $360,000 of which the State of Washington would pay half as per our maintenance agreement. Doing the entire structures would up the cost to $830,000. Don Adams has contacted the State of Washington and was advised that they would pay half of the full project and have programmed $400,000 to cover their share.

Oregon's half of the $360,000 original project was approved for funding with 3R money. If you concur with going with the whole project, please ask Project Management to program $415,000 instead of the $180,000 originally requested.

js

I concur
Please program —
if we can
HSC

4/5
orig sent

RECEIVED
STATE HWY ENGR

APR 5'79

REFER TO
Mockving —

FOR

Info	Inves	R/D	D/R	Sign	Act	File
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8971 P

[redacted]
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 22, 1979

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P O Box 300
Salem OR 97308

Interstate Bridge (I-5) Overlay
Jantzen Beach Intch.-
Washington State Line Section
Bridges 1377 and 7333

In reference to the Jantzen Beach Interchange-Washington State Line project data submission, Item 90085, Project IR-5-6(92)309 and your subsequent January 29, 1979 approval, it is proposed to use Firestone Rub-R-Road rubberized asphalt concrete for the overlay of the Interstate Bridges. This material has shown a greater wear performance than our standard asphalt concrete wearing surfaces where it has been used in Oregon. It provides a deck seal as good as our asphalt membranes that are currently being used on bridge deck overlays.

This crossing of the Columbia River carries a high volume of interstate traffic. It requires the best deck protection available with the least disruption to traffic. We feel the above-mentioned product will accomplish this in the most suitable manner.

We would like your concurrence in the use of this proprietary product.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Asst. Bridge Engineer

cc E. S. Hunter
D. H. Moehring
E. I. Hardt

RECEIVED
TECHNICAL SERVICES
MAR 23 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3182 (Rev. 7-77)

8971

1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

July 26, 1978 Telephone 238-8226

MR. DICK CARROLL
District Engineer
Washington Division of Highways
4200 Main Street
Vancouver, WA 98663

Subject: Interstate Bridge Overlay & Joint Repair

Attached is the summary of costs for an overlay on the Interstate Bridge which we have scheduled for fiscal 1979 (state year July 1978-July 1979).

The summary of costs provides for a construction estimate of $360,000. Total cost of the project with PE is $400,000.

We are proceeding at this time to program the work assuming your participation.

Robert N Bothman

ROBERT N. BOTHMAN
Metropolitan Administrator

lh

attachment

cc: [redacted]
E. S. Hunter
D. H. Moehring

RECEIVED
DOT OPERATIONS
JUL 27 '78
REFER TO
FOR
Info Inves R/D D/R Sig Act File

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTER[illegible]ICE MEMO
Metropolitan Branch

~~MAP~~
78-89
(NEW FILE)

TO: DONALD R. ADAMS
Project Development Manager

DATE: July 21, 1978

~~MA~~ PDM PDE TSE SPC
~~ODOT~~ METRO
JUL 20 1978
AM PPS ebq FILES T/A

FROM: MAX J. KLOTZ
METRO Technical Services Engineer

SUBJECT: Interstate Bridge
Overlay and Joint Repair

Attached is a copy of a summary of cost for the subject work.

The project consists of planning off the existing AC pavement on both ends of the northbound structure and repairing those same areas with rubberized asphalt concrete and repairing or rebuilding all joints as needed.

Some money is also included for minor joint repairs on the southbound structure.

Our maintenance agreement with the State of Washington states that "the cost of operation, maintenance and repair of said bridges shall be borne equally by the two states." So the location of the state line relative to the bridge repairs is not necessary.

ja
Attachment
cc: E. L. Hardt
M. Payne

INTERSTATE BRIDGE OVERLAY AND JOINT REPAIRS

SUMMARY OF COST

July 1978

MP	Work Item	Estimated Cost
307.98	(Beginning of bridge approach span)	
	Joint repairs	$31,400
	Cold planer	7,000
	Disposal	600
	Rubberized asphalt concrete	67,300
	Traffic control & flagging	42,000
	Engineering & contingencies (40%)	59,700
	Section total	$208,000
308.28	(End of Asphalt Concrete Surface)	
	Joint repairs	$6,800
	Traffic control & flagging	10,000
	Engineering & contingencies (40%)	6,200
	Section total	$23,000
308.48	(Begin Asphalt concrete surface)	
	Joint repairs	$24,600
	Cold Planer	4,700
	Disposal	400
	Rubberized asphalt concrete	44,400
	Traffic control & flagging	18,000
	Engineering & contingencies (40%)	36,900
	Section total	$129,000
308.65	(End of Structure)	
	TOTAL COST	$360,000
		40,000 Preliminary Eng.
		$400,000

1979 N. Newman-N. Woolsey, N. 8972
Greeley,-N. Delaware & N.E. 67th
N.E. Hassalo Sec. (Gr. & pav.)

CCA - 6453
6454
6457 } 3-28-78

8772

HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE: 1/26/83

PURCHASE ORDER NUMBER:

☐ PARTIAL ☒ FINAL

CODE:

PRIOR REQUEST NUMBER:

BILLING REQUEST NUMBER: CA 1023

CREDIT DISTRIBUTION: 324.02 $4,013.54

BILL TO:

City of Portland
203 City Hall
Portland, OR 97204

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Settlement on SOS-2601(2) N. Newman Ave.-N. Woolsey Ave. (Portland)	
Total Preliminary Engineering	$ 5,614.50
Total Construction Cost	56,070.33
Less Federal Participation	(51,699.74)
Less: Credit for Work performed by City	(1,611.27)
AMOUNT DUE FROM CITY OF PORTLAND	$ 8,373.82
Final Settlement on SOS-2601(3) N. Greeley Ave.-N. Deleware Ave. Sec.	
Total Preliminary Engineering	$ 5,325.97
Total Construction Cost	67,059.47
Less Federal Participation	(60,316.80)
Less: Credit for work performed by City	(1,871.99)
AMOUNT DUE CITY OF PORTLAND	$ 10,196.65
Final Settlement on SOS-2601(3) N. Greeley Ave.-N. Deleware Ave. Sec.	
Total Preliminary Engineering	$ 2,566.87
Total Construction Cost	7,188.39
Less Federal Participating	(8,087.77)
Less: Credit for work performed by City	(324.42)
	$ 1,343.07
Total Amount Due From Portland	$ 19,913.54
Less Advance Deposit	(20,400.00)
REFUND DUE PORTLAND	$ 486.46

If you have any questions please contact:
Diane Galida 1-800-452-7813 Ext. 85035 OR
Harold Reynoldson 1-800-452-7813 Ext. 86011

PoRTLAC 02451

Advance Deposit Amount	$ 20,400.00
Advance Deposit Previously Transferred to Highway Fund	$ 15,900.00
Balance	$ 4,500.00
Transfer to Highway Fund	$ 4,013.54
Refund Due	$ 486.46

REFUND ~~AMOUNT~~ DUE $ 486.46

SUBMITTED BY
Diane Galida

APPROVED BY
V.E. Skoog

8972

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 1/13/83

CITY: PORTLAND AGREEMENT NO: 6457 PROJECT NO: SOS-2601(6)

CONTRACT NO: 8972 SECTION: NE 67th Ave. @ Hassalo St. Section

P.E.:		
City of Portland		$ 1,217.95
State		1,348.92
Resident Engineer	$158.50	
Final Design	326.75	
R/W - Liaison	48.90	
Audit	441.01	
Project Management	12.14	
Specifications	103.46	
Admin. Services	24.20	
Environmental	233.96	
Less Retainage		$ - 172.95
		$ 2,393.92
Federal Funds Collected	$2,202.37	
CONSTRUCTION:		
Payment to Contractor		$ 5,970.01
Engineering - City		1,066.71
- State		143.53
Audit		8.14
Less Retainage		- 151.47
		$ 7,036.92
Total Cost	$7,036.92	
Federal Funds Collected	$5,885.40	

To Accounting 1-17-83

City's Share is as follows:	
Total PE Costs	$ 12,224.14
Less Total Fed. Funds Collected for PE	-11,589.29
Total Construction Cost	127,793.66
Less Total Fed. Funds Collected for Construction	-108,515.04
CITY SHARE	$ 19,913.47

REFERENCE: CC 83-01

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 1/13/83

CITY: PORTLAND AGREEMENT NO: 6454 PROJECT NO: SOS-2601(3)

CONTRACT NO: 8972 SECTION: N. Greeley Ave.-N. Deleware Ave. Sec.

P.E.:		
City of Portland		$ 3,967.42
State		1,358.55
Resident Engineer	$129.17	
Final Design	392.50	
R/W	48.90	
Audit	305.31	
Project Management	12.14	
Specifications	223.78	
Admin. Services	3.57	
Environmental	243.18	
Less Retainage		$ - 559.23
		$ 4,766.74
Federal Funds Collected	$4,569.68	
CONSTRUCTION:		
Payment to Contractor		$56,544.35
Engineering - City		9,244.78
- State		1,199.78
Audit		70.56
Less Retainage		-1,312.76
		$65,746.71

Total Construction Cost	$65,746.71
Federal Funds Collected	$55,747.12

REFERENCE: CC 83-01

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 1/13/83

CITY: PORTLAND AGREEMENT NO: 6453 PROJECT NO: SOS-2601(2)

CONTRACT NO: 8972 SECTION: N. Newman Ave.-N. Woolsey Ave. Sec.

P.E.:		
City of Portland		$ 3,880.06
State		1,734.44
Resident Engineer	$129.11	
Final Design	532.42	
R/W	51.04	
Utility	21.00	
Audit	305.31	
Project Management	26.92	
Specifications	421.89	
Admin. Services	3.57	
Environmental	243.18	
Less Retainage		$ - 550.97
		$ 5,063.53
Federal Funds Collected	$4,817.24	
CONSTRUCTION:		
Contractor		$47,554.44
Engineering-City of Portland		7,466.94
-State		994.96
Audit		56.99
Less Retainage		-1,060.30
		$55,010.03

Total Cost	$55,010.03
Federal Funds Collected	46,882.52

REFERENCE - CC 8301

426-1018 326-1942
326-1017 426-1921

MEMORANDUM 8972

DEPARTMENT OF TRANSPORTATION
DERAL HIGHWAY ADMINISTRATION

11-3-82

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. S05-2601(6)
PROGRAM APPROVED	VOUCHER PERIOD From: 3-13-78 To: 8-4-81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$2,566.87	$2,566.87	85.80%	$2,202.37	$2,202.37	$ 0.00
7,203.17	6,859.44	85.80%	5,885.40	5,885.40	0.00
$9,770.04	$9,426.31	85.80%	$8,087.77	$8,087.77	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		Oregon
PASSED FOR PAYMENT		11/3/82
FORWARDED BY FHWA DIVISION OFFICE		Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.E. 67th Ave. at Hassalo St. (Portland) Section City Streets in Multnomah County					
	Preliminary Engineering					
	Type Code P.E.					
	Work by City of Portland	All Required			$1,217.95	
	State	All Required			907.91	
	Total Participating Preliminary Engineering				$2,125.86	
	Construction					
	Type Code 6201					
	Roadway (Sta. 0+50 To Sta. 1+82.15)					
	Formal Contract Payment Summary	Lump Sum			$5,957.65	
	Construction Engineering					
	Work by City of Portland	All Required			893.65	
	Misc. Project Cost					
	Audit Expense (P.E.)	All Required			441.01	
	Audit Expense (Cost)	All Required			8.14	
	Total Participating Misc. Project Cost				$ 449.15	
	Total Participating Project Cost				$9,426.31	
	Nonparticipating Project Cost					
	Interest on Final Payments	All Required			$ 12.36	
	Construction Engineering (State)	All Required			158.31	
	Work by City of Portland (Const. Eng.)	All Required			173.06	
	Total Nonparticipating Project Cost				$ 343.73	
	Total Project Cost				$9,770.04	
	Prepared based on Participating Costs as shown on Federal Billing as of 11/10/82.					
	AMOUNT CARRIED FORWARD					

3 - NE 67th Ave at Hassalo St Sec

N-NEWMAN-WLSY-GRLY-OLWR-67TH CONT NO 8972 * FA PROJ NOS SOS 2601002 42 SOS 2601003 52 SOS 2601006 06

										STATE	
326	1017	201	00	P	1			47,464.89	79	80
326	1017	201	00	P	2			56,437.19 ✓	79	80
326	1017	201	00	P	3			5,957.65 ✓	79	80
326	1017	205	00	N	1		1,060.30CR	1,060.30CR	82	82
326	1017	205	00	N	2		1,312.76CR	1,312.76CR	82	82
326	1017	205	00	N	3		151.47CR	151.47CR	82	82
326	1017	206	00	N	1			36.55	80	80
326	1017	206	00	N	2			107.16	80	80
326	1017	206	00	N	3	Interest to Contractor		12.36	80	80
326	1017	295	00	N	9			15,900.00	80	80
326	1017	296	00	N	9	102.82CR	12,328.01CR	124,415.02CR	79	82
326	1017	298	00	N	9	102.82	12,328.01	108,515.02	79	82
326	1017	900	00	P	1		864.66CR		79	82
326	1017	900	00	P	2		1,070.56CR		79	82
326	1017	900	00	P	3		123.50CR		79	82
326	1017	900	00	N	1		864.66	864.66	82	82
326	1017	900	00	N	2		1,070.56	1,070.56	82	82
326	1017	900	00	N	3	Resident Eng	123.50	X 123.50	82	82
326	1017	903	00	P	1		7,119.73	7,119.73	82	82
326	1017	903	00	P	2		8,465.58	8,465.58	82	82
326	1017	903	00	P	3	Local Gov't	893.65	893.65 ✓	82	82
326	1017	903	00	N	1		347.21	347.21	82	82
326	1017	903	00	N	2		779.20	779.20	82	82
326	1017	903	00	N	3	Local Gov't	173.06	173.06 ✓	82	82
326	1017	915	00	P	1		56.99	56.99	82	82
326	1017	915	00	P	2		70.56	70.56	82	82

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS NOVEMBER 1982 PAGE 271

DESCRIPTION	PREFIX		FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	326	1017	915	00	P	3	Audit	8.14	8.14 ✓	82	82
	326	1017	920	00	P	1		34.95CR		79	82
	326	1017	920	00	P	2		43.27CR		79	82
	326	1017	920	00	P	3		5.00CR		79	82
	326	1017	920	00	N	1		34.95	34.95	82	82
	326	1017	920	00	N	2		43.27	43.27	82	82
	326	1017	920	00	N	3	Proj. Mngt	5.00 x	5.00	82	82
	326	1017	940	00	P	1		45.02CR		81	82
	326	1017	940	00	P	2		56.98CR		81	82
	326	1017	940	00	P	3		6.56CR		81	82
	326	1017	940	00	N	1		46.02	46.02	82	82
	326	1017	940	00	N	2		56.98	56.98	82	82
	326	1017	940	00	N	3	Resident eng.	6.56 x	6.56	82	82
	326	1017	945	00	P	1		5.23CR		81	82
	326	1017	945	00	P	2		6.47CR		81	82
	326	1017	945	00	P	3		.75CR		81	82
	326	1017	945	00	N	1		5.23	5.23	82	82
	326	1017	945	00	N	2		6.47	6.47	82	82
	326	1017	945	00	N	3	Const. Section	.75 x	.75	82	82
	326	1017	948	00	P	1	7.72CR	21.60CR		81	82
	326	1017	948	00	P	2	7.72CR			82	82
	326	1017	948	00	P	3	7.72CR			82	82
	326	1017	948	00	N	1	7.72	44.10	44.10	82	82
	326	1017	948	00	N	2	7.72	22.50	22.50	82	82
	326	1017	948	00	N	3	Const. Eng 7.72	7.72	7.72	82	82
			TOT		P1		7.72CR	6,204.36	54,641.61		
			TOT		P2		7.72CR	7,358.96	64,973.33		
			TOT		P3		7.72CR	765.98	6,859.44		
			TOT		N1		7.72	281.87	368.42		
			TOT		N2		7.72	666.22	773.38		
			TOT		N3		7.72	165.12	177.48		
	** JOB TOTALS **						**	15,442.31 **	127,793.66 **		

#3 -
NE 67th Ave at Hassalo St Sec

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N-NEWMAN-WLSY-GRLY-OLWR-67TH  CONT NO 8972 & FA PROJ NOS SOS 2601002  42 SOS 2601003  52 SOS 2601006  06                                  STATE
                         326   1017    201     00 P 1                                                    47,464.89      79   80
                         326   1017    201     00 P 2                                                    56,437.19      79   80
                         326   1017    201     00 P 3                                                     5,957.65      79   80
                         326   1017    205     00 N 1                                    1,060.30CR       1,060.30CR    82   82
                         326   1017    205     00 N 2                                    1,312.76CR       1,312.76CR    82   82
                         326   1017    205     00 N 3                                      151.47CR         151.47CR    82   82
                         326   1017    206     00 N 1                                                        86.55      80   80
                         326   1017    206     00 N 2                                                       107.16      80   80
                         326   1017    206     00 N 3  Interest to Contractor                                12.36      80   80
                         326   1017    295     00 N 9                                                    15,900.00      80   80
                         326   1017    296     00 N 9          102.82CR            12,328.01CR          124,415.02CR    79   82
                         326   1017    298     00 N 9          102.82              12,328.01            108,515.02      79   82
                         326   1017    900     00 P 1                                  864.66CR                         79   82
                         326   1017    900     00 P 2                                1,070.56CR                         79   82
                         326   1017    900     00 P 3                                  123.50CR                         79   82
                         326   1017    900     00 N 1                                  864.66               864.66      82   82
                         326   1017    900     00 N 2                                1,070.56             1,070.56      82   82
                         326   1017    900     00 N 3  Resident Eng                    123.50        X      123.50      82   82
                         326   1017    903     00 P 1                                7,119.73             7,119.73      82   82
                         326   1017    903     00 P 2                                8,465.58             8,465.58      82   82
                         326   1017    903     00 P 3  Local Gov't                     893.65               893.65      82   82
                         326   1017    903     00 N 1                                  347.21               347.21      82   82
                         326   1017    903     00 N 2                                  779.20               779.20      82   82
                         326   1017    903     00 N 3  Local Gov't                     173.06               173.06      82   82
                         326   1017    915     00 P 1                                   56.99                56.99      82   82
                         326   1017    915     00 P 2                                   70.56                70.56      82   82
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                            NOVEMBER 1982            PAGE  271

                                                                           FISCAL            GRAND TOTAL     ACTIVE YRS
     DESCRIPTION               PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE        TO DATE       BEG    END
                         326   1017    915     00 P 3  Audit                     8.14                 8.14✓     82   82
                         326   1017    920     00 P 1                           34.95CR                         79   82
                         326   1017    920     00 P 2                           43.27CR                         79   82
                         326   1017    920     00 P 3                            5.00CR                         79   82
                         326   1017    920     00 N 1                           34.95                34.95      82   82
                         326   1017    920     00 N 2                           43.27                43.27      82   82
                         326   1017    920     00 N 3  Proj. Mngt                5.00        x        5.00      82   82
                         326   1017    940     00 P 1                           46.02CR                         81   82
                         326   1017    940     00 P 2                           56.98CR                         81   82
                         326   1017    940     00 P 3                            6.56CR                         81   82
                         326   1017    940     00 N 1                           46.02                46.02      82   82
                         326   1017    940     00 N 2                           56.98                56.98      82   82
                         326   1017    940     00 N 3  Resident eng              6.56                 6.56      82   82
                         326   1017    945     00 P 1                            5.23CR                         81   82
                         326   1017    945     00 P 2                            6.47CR                         81   82
                         326   1017    945     00 P 3                             .75CR                         81   82
                         326   1017    945     00 N 1                            5.23                 5.23      82   82
                         326   1017    945     00 N 2                            6.47                 6.47      82   82
                         326   1017    945     00 N 3  Cost-Section               .75        x         .75      82   82
                         326   1017    948     00 P 1         7.72CR            21.60CR                         81   82
                         326   1017    948     00 P 2         7.72CR                                            82   82
                         326   1017    948     00 P 3         7.72CR                                            82   82
                         326   1017    948     00 N 1         7.72              44.10                44.10      82   82
                         326   1017    948     00 N 2         7.72              22.50                22.50      82   82
                         326   1017    948     00 N 3  Cost Eng  7.72            7.72                 7.72      82   82
                                       TOT     P1             7.72CR         6,204.26            54,641.61
                                       TOT     P2             7.72CR         7,358.86            64,973.33
                                       TOT     P3             7.72CR           765.98             6,859.44
                                       TOT     N1             7.72             281.87               368.42
                                       TOT     N2             7.72             666.22               773.38
                                       TOT     N3             7.72             165.12               177.48
                                    ** JOB TOTALS **               **       15,412.31    **     127,793.66    **
```

802 680

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

12/29/82

PREFIX	GRP FI	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
>426-1915	1	SOS -2600-001	4,400.00	4,342.99	4,342.99	100.00	4,342.99	4,342.99		
		PROJ TOTALS	139,238.00	217,636.94	217,546.68		139,116.67	138,911.55	205.12	
326-1017	1*	SOS -2601-002	46,882.50	55,010.03	54,641.61	85.80	46,882.50	46,882.50		
426-1018	1*	SOS -2601-002								
326-1946	1*	SOS -2601-002	4,817.24	5,063.53	5,614.50	85.80	4,817.24	4,817.24		
>426-1917	1*	SOS -2601-002								
		PROJ TOTALS	51,699.74	60,073.56	60,256.11		51,699.74	51,699.74		
326-1017	2*	SOS -2601-003	55,747.12	65,746.71	64,973.33	85.80	55,747.12	55,747.12		
426-1018	2*	SOS -2601-003								
326-1947	1*	SOS -2601-003	4,569.68	4,766.74	5,325.97	85.80	4,569.68	4,569.68		
426-1918	1*	SOS -2601-003				100.00				
		PROJ TOTALS	60,316.80	70,513.45	70,299.30		60,316.80	60,316.80		
326-1945	1	SOS -2601-004	70.00	750.04	750.04	85.80	643.53	70.00	573.53 B	
>426-1919	1	SOS -2601-004	7,650.00	7,643.67	7,643.67	100.00	7,643.67	7,643.67		
		PROJ TOTALS	7,720.00	8,393.71	8,393.71		8,287.20	7,713.67	573.53	
>326-1017	3*	SOS -2601-006	5,885.40	7,036.92	6,959.44	85.80	5,885.40	5,885.40		
>426-1018	3*	SOS -2601-006								
326-1942	1*	SOS -2601-006	2,202.37	2,393.92	2,566.87	85.80	2,202.37	2,202.37		
>426-1921	1*	SOS -2601-006				100.00				
		PROJ TOTALS	8,087.77	9,430.84	9,426.31		8,087.77	8,087.77		
326-1011	1	SOS -2601-007	23,643.00	31,190.68	31,021.27	85.77	26,606.94	23,643.00	2,963.94 B	
>426-1013	1	SOS -2601-007	6,469.00	5,084.34	5,084.34	100.00	5,084.34	5,084.34		
326-1948	1	SOS -2601-007	1,534.00	2,338.78	2,338.78	85.80	2,006.67	1,534.00	477.67 B	
>426-1922	1	SOS -2601-007	2,754.00	2,663.49	2,663.49	100.00	2,663.49	2,663.49		
		PROJ TOTALS	34,400.00	41,277.29	41,107.88		36,361.44	32,924.83	3,436.61	
326-1944	1	SOS -2602-001	1,773.00	4,792.84	4,792.84	85.80	4,112.26	1,773.00	2,339.26 B	
>326-1036	1	SOS -2602-002	120,055.00	152,488.00	151,025.48	88.15	133,128.96	120,055.00	13,073.96 B	
326-1938	1	SOS -2602-002	3,861.00	7,331.41	7,331.41	85.80	6,290.35	3,861.00	2,429.35 B	
		PROJ TOTALS	123,916.00	159,819.41	158,356.89		139,419.31	123,916.00	15,503.31	
227-1095	1	SOS -2700-001	196,140.00	179,236.55	178,729.75	85.77	153,296.51	153,296.51		
227-1960	1	SOS -2700-001	18,860.00	25,241.37	24,928.79	85.77	21,381.42	18,860.00	2,521.42 B	
		PROJ TOTALS	215,000.00	204,477.92	203,658.54		174,677.93	172,156.51	2,521.42	
>228-1056	1*	SOS -2800-001	1,235.00	19,861.59	1,400.54	88.18	1,235.00	1,235.00		
228-1958	1*	SOS -2800-001	7,719.00	9,094.64	8,996.50	85.80	7,719.00	7,719.00		
		PROJ TOTALS	8,954.00	28,956.23	10,397.04		8,954.00	8,954.00		

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                              NOVEMBER 1982         PAGE  784

      DESCRIPTION                      PREFIX  FUNCTION SUB F. GR  CURRENT MONTH        FISCAL         GRAND TOTAL
                                                                                     YEAR TO DATE        TO DATE
-------------------------------------------------------------------------------------------------------------------
BNPR XING @ NW 107TH PORTLAND CONT NO        FA PROJ NOS RRO 000S003 100                                        STATE
                                 326    1940     296       00 N 9                                  675.00CR
                                 326    1940     298       00 N 9                                  675.00
                                 326    1940     901       00 P 1                                  590.76
                                 326    1940     905       00 P 1                                   98.20
                                 326    1940     914       00 P 1                                   92.35
                                 326    1940     920       00 P 1                                   13.43
                                                 TOT       P1                                      794.74
                                          ** JOB TOTALS **                 **            ||        794.74  **

HASSALO ST INTERSECT, NE 68   CONT NO      * FA PROJ NOS SOS 2601006 100                                        STATE
                                 326    1942     205       00 N 1  Retained          172.95CR      172.95CR
                                 326    1942     296       00 N 9       378.38CR   2,202.37CR    2,202.37CR
                                 326    1942     298       00 N 9       378.38     2,202.37      2,202.37
                                 326    1942     901       00 P 1  Resident Eng'r    230.32CR      158.50 ✓
                                 326    1942     903       00 P 1  Local Agency    1,217.95      1,217.95 ✓
                                 326    1942     905       00 P 1  Final design                    326.75 ✓
                                 326    1942     910       00 P 1  Region geology    134.53CR
                                 326    1942     913       00 P 1  R/W Liason/Relocation            48.90 ✓
                                 326    1942     915       00 P 1  Audit             441.01        441.01 ✓
                                 326    1942     920       00 P 1  Proj Mngt.         14.78CR       12.14 ✓
                                 326    1942     921       00 P 1  Spec's                          103.46 ✓
                                 326    1942     922       00 P 1  Admin. Services                  24.20 ✓
                                 326    1942     923       00 P 1  Environment.                    233.96
                                                 TOT       P1                      1,279.33      2,566.87
                                                 TOT       N1                        172.95CR      172.95CR
                                          ** JOB TOTALS **                 **      1,106.38  **  2,393.92  **

KELLY/CLEVELAND, GRESHAM      CONT NO      * FA PROJ NOS SOS 2602001 100                                        STATE
                                 326    1944     295       0C N 9                                  293.22
                                 326    1944     296       00 N 9                                2,064.94CP
                                 326    1944     298       00 N 9                                1,771.72
                                 326    1944     901       00 P 1                                  663.02
                                 326    1944     903       00 P 1      2,727.90      2,727.90    2,727.90
                                 326    1944     905       00 P 1                                  662.38
                                 326    1944     910       00 P 1                                   38.76
                                 326    1944     911       00 P 1                                   99.36
                                 326    1944     914       00 P 1                                   10.80
                                 326    1944     920       00 P 1                                   70.35
                                 326    1944     921       00 P 1                                  454.48
                                 326    1944     922       00 P 1                                   12.11
                                 326    1944     923       00 P 1                                   53.68
                                                 TOT       P1          2,727.90      2,727.90    4,792.84
                                          ** JOB TOTALS **             2,727.90  **  2,727.90 ** 4,792.84  **

SW 9TH-SW 5TH, PORTLAND       CONT NO        FA PROJ NOS SOS 2601004 100                                        STATE
                                 326    1945     296       00 N 9                                   70.00CP
```

3

27 at Hassalo

8972

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-4-81

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 8972

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. SOS-2601(2) & (3) & (6)	2. COUNTY Multnomah	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Besides additional and incidental, work on this project involved construction of roadbed, aggregate base and asphalt concrete pavement, and construction of concrete pipe, inlets, walks, driveways and curbs.

Work was completed April 23, 1980 on North Hurt Street between North Newman Avenue and North Woolsey Avenue, on North Bryant Street between North Greenley Avenue and North Delaware and on North East 67th Avenue at the intersection of Northeast Hassalo Street in the City of Portland.

5. CONTRACTOR'S NAME Columbia West Materials & Constructors, Inc.	6. CONTRACT AMOUNT $ 109,624.00

RECEIVED
STATE HWY ENGR
AUG 6 '81
REFER TO Keasey
FOR

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official) 8/6

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 36 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH () (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.30	36	N/A	N/A

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY C. T. Christianson, Area Engineer	11. DATE OF INSPECTION 5-29-80

12. IN COMPANY WITH Marion Craft, Region Construction Engr., OSHD; Karen Sides and Tom Sopel, FHWA

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE Clifford T. Christianson C. T. Christianson		16. SIGNATURE G. K. HOSSLER Field Operations Engineer G. K. Hossler	
14. TITLE Area Engineer	15. DATE 7-31-81	17. TITLE Field Operations Engineer	18. DATE 8-4-81

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

8972

Copy to Jon Rose

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Office of Public Works Administrator
621 S.W. Alder
Portland, Oregon 97205

March 10, 1981

Bill Pettis
Transportation Planner
MSD
527 SW Hall Street
Portland, Oregon 97201

Dear Bill:

We have been contacted by the ODOT regarding our unspent balance of SOSR funds. Originally, the City of Portland had five projects which were approved for use of SOSR funds. These were SE Woodward, 61st to 62nd, NE Emerson, SW 9th Drive, NE Hassalo, Hunt & Bryant and SE 142nd Bridge. Of these projects, NE Hassalo, Hunt & Bryant and SE 142nd Bridge were actually built. SE Woodward, NE Emerson and SW 9th Drive, however, were not built because of either technical problems or excessive cost.

The dropping of these projects resulted in uncommitted SOSR funds allocated to the City of Portland. The City of Portland is willing to release these uncommited SOSR funds at this time subject to the following conditions:

1. That these uncommitted SOSR funds be reallocated to a project within the Portland Metro area.

2. That if additional funds are needed to close out the above projects belonging to the City of Portland, the City of Portland will pay that portion of the needed additional funds attributed to local match and the agency receiving our excess SOSR funds shall pay the portion attributable to the Federal share.

If you have any questions concerning this proposed reallocation, please call me at 248-4643.

Sincerely,

L. David Hill, PE
Program Management
Bureau of Street & Structural Engineering

cc: Ted Spence
[illegible]

MA PDM PDE FFM SPC
ODOT-METRO

MAR 12 1981

BM PAR [✓ PPC] FILE T/A

Cynthia M. Wilson

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF REALLOCATING)
CITY OF PORTLAND UNCOMMITTED)
SAFER OFF-SYSTEM ROAD (SOSR) FUNDS)
TO REGIONAL PROJECTS NEEDING)
ADDITIONAL FUNDS)

RESOLUTION NO. 81-238

Introduced by the Joint
Policy Advisory Committee
On Transportation

WHEREAS, The Metro Council, through Resolution No. 80-140 distributed Safer Off-System Road funds; and

WHEREAS, This action also endorsed the concept of making available to Multnomah County and the city of Gresham any surplus SOSR funds accruing to the City of Portland; and

WHEREAS, The City of Portland has identified uncommitted SOSR funds in the estimated amount of $36,000, subject to final audit; and

WHEREAS, The City of Portland is willing to release the uncommitted SOSR funds for use on other projects in the region; and

WHEREAS, Multnomah County and other participants in the SOSR Program have indicated no additional need of funds, subject to final audit; and

WHEREAS, The city of Gresham has identified a funding shortfall and has requested that the City of Portland uncommitted SOSR funds be applied to its N.E. 2nd Street project; now, therefore,

BE IT RESOLVED,

1. That the estimated amount of $36,000 (subject to final audit) of uncommitted City of Portland's SOSR funds be reallocated for use by the city of Gresham.

2. That if additional funds are needed to close out the

City of Portland's SOSR projects, the City of Portland will pay that portion of the needed additional funds attributed to local match and the city of Gresham shall pay the portion attributable to the federal share.

3. That the Transportation Improvement Program and its Annual Element be amended to reflect this authorization.

4. That the Metro Council finds this action in accordance with the region's continuing cooperative, comprehensive planning process and hereby gives affirmative A-95 Review.

ADOPTED by the Council of the Metropolitan Service District this 23rd day of April, 1981.

Jack W Deines

Presiding Officer

BP/ga
2504B/214

8972

files

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

10-8-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Elect., Inc. No. 8887	Cornelius Signal Project Washington County	September 4, 1980
Sims Elect. of Medford, Inc. No. 9039	S. 6th St. @ Gettle St. & Madison St. (Klamath Falls) Klamath County	September 4, 1980
Stillwell Const. Co. No. 9015	Portland-Idaho State Line 10 Counties	September 4, 1980
R.J.Taggart Const. Co. No. 9151	Bachelor Rock Production Deschutes County	September 5, 1980
Columbia West Materials & Constructors No. 8972	N. Newman Ave.-N. Woolsey Ave., N.Greeley Ave.-N.Delaware Ave. & N.67th @ NE Hassalo St.(Port.) Multnomah County	September 5, 1980
L. W. Vail Co. No. 9034	E.Newport Ave.-Umatilla-Stanfield Hwy. (Hermiston) Umatilla County	September 8, 1980
Ross Bros.Const.,Inc. No. 8941	Beaver Creek Bridge Coos County	September 11, 1980
Hamilton Elect., Inc. No. 8980	The Dalles-Calif. Hwy. @ O.B. Riley Rd. (Bend) Deschutes County	September 11, 1980
Continental Crushing & Leasing, Inc. No. 9049	Basque Rock Production Malheur County	September 17, 1980
Hamilton Elect., Inc. No. 8939	Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Klamath County	September 18, 1980
Seubert Excavators, Inc. No. 9120	White River Rock Production Hood River & Clackamas Counties	September 18, 1980
Sims Electric, Inc. No. 9027	Wallowa Lake Hwy. @ Grande Ronde Shopping Center (LaGrande) Union County	September 22, 1980
Hamilton Elect.,Inc. No. 9070	Pac. Hwy.W @ Springbrook St.(Newberg) Yamhill County	September 22, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Stukel Rock & Paving, Inc. No. 8986	The Dalles/Calif. Hwy.-S. 6th St. Klamath County	September 25, 1980
Baker Redi-Mix, Inc. No. 8973	Nelson Point Intchge. Baker County	September 26, 1980
Weaver Const. Co. No. 9024	Umatilla River (Main St.) Bridge (Pendleton) Umatilla County	September 30, 1980
Willamette-Western Corp. No. 8946	Pac. East (SE Grand Ave.) Multnomah County	September 30, 1980
Gaines Construction No. 9091	Eightmile Creek Bridge Morrow County	October 1, 1980
Columbia Pacific Construction, Co. No. 9023	Ash Creek Bridge Polk County	October 3, 1980
Douglas S. Coats Construction No. 8947	Deschutes River (Sherars) Bridge Wasco County	October 3, 1980
Eugene Sand & Gravel, Inc. No. 9044	6th St.-Territorial Hwy. (Veneta) Lane County	October 3, 1980
Hamilton Const. Co. No. 9080	S. Umpqua R. (Shady) Bridge, N. Bd. Douglas County	October 3, 1980
Continental Crushing & Leasing No. 9048	Seneca Rock Production Grant County	October 3, 1980

October 8, 1980

For C. T. Keasey
Asst. State Highway Engineer

8972

September 11, 1980

Fidelity & Deposit Co. of Maryland
500 N.E. Multnomah, Suite 1040
Portland, OR 97232

CON 5
#8972

Gentlemen:

Contract No. 8972 awarded to Columbia West Materials & Constructors, Inc. for work on North Newman Avenue-North Wheeler Avenue (North Knott Street), North Greeley Avenue-North Delaware Avenue (North Bryant Street), Northeast 67th Avenue at Northeast Hassalo Street Sections in Portland in Multnomah County was completed on May 7, 1980, and accepted by the State Highway Division on September 5, 1980.

Final payment in the amount of $5,832.18 will be released to the contractor after September 16, 1980. The total contract amount is $109,859.73. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms
cc: Columbia West Materials & Constructors, Inc.
P. O. Box 10425
Portland, OR 97210

bc: C. T. Kassay
Walt Hart
V. E. Skoog Attn: Dick Hacek
R. L. Hardt

8972 P

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: September 4, 1980

FROM: C. T. Keasey Keasey
Assistant State Highway Engineer

NOTED
H. S. COULTER

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of September 5, 1980.

Contract 8972 On Site Work Substantially Completed April 23, 1980

All Work Completed May 7, 1980

Project N. Newman Ave.-N. Woolsey Ave., N. Greeley Ave.-N. Delaware Ave. & N. 67th @ NE Hassalo St.(Port.)

Highway City Streets

County Multnomah

Type of Work Grading & Paving

Contractor Columbia West Materials & Constructors

RDC:mk

cc: H. S. Coulter
R. D. Church

RECEIVED
STATE HWY ENGR
SEP 9'80
REFER TO
FOR

Info	Inves	R/D	D/R	Sig	Act	File

8972 5-19-80 ~~Portland~~

Portland City Streets

N Hunt St., N Bryant St., & NE 67 Ave.

FAP #SOS 2601(2),(3),(6) Prefix #326-1017 Contract 8972 Job 1024

RESIDENT ENGINEER'S PROGRESS REPORT

Due to the Contractor's overextended work schedule, work started nine days later than the start of contract charge time (September 8, 1979). Work effort started on NE 67th Avenue on September 19, 1979, and by September 24, 1979 N Hunt Street was under excavation. Immediately, the residents on N Hunt Street, en masse, petitioned the City design section to change the planned sidewalk, which included a planting strip between curb and sidewalk, to a combination curb and sidewalk. This change was approved by the design section.

On October 10, 1979 excavation started on N Bryant Street, and by October 15, 1979 both Hunt and Bryant Streets were rocked and readied for paving. There was little to no Contractor effort on either street from October 16 to 24, 1979. On October 25 and 26, 1979, both Hunt and Bryant were paved.

The little work required on NE 67th Avenue was 80% finished by the end of September. Between October 26 and the end of December, 1979, the Contractor did occasional curb patching, slope grading, and pavement corrections at a lackadaisical rate despite the fine workweather that prevailed.

The project must be determined complete for final processing, although there is remedial work to be accomplished regarding the asphaltic pavement. This work cannot be done during the cold and wet months; consequently the Contractor has been informed to be prepared to perform such remedial work as is necessary when acceptable weather conditions again prevail. Further, it shall be requested that no further payment be made to Contractor until the job is determined acceptable by me. The calendar day time expired on December 6, 1979. In that all specified material was in place as of that date, no calendar day charges were assessed. Acceptable remedial patching was performed April 23, 1980.

Wayne J. Oberding
Wayne J. Oberding, Resident Engr.

1 Versteeg ✓
Andersen
2 Christensen
Olson
Sullivan Copy
Terpin
Trout
Wakerlig

RECEIVED
MAY 19 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up
Action

Portland City Streets

N Hunt St., N Bryant St., & NE 67 Ave.

FAP #SOS 2601(2),(3),(6) Prefix #326-1017 Contract 8972 Job 1024

STATEMENT OF OVERRUNS & UNDERRUNS

The costs overall fell essentially within the preliminary estimates. Where even the nominal departures occurred in the major bid items, field supervision and decision justified the overage. The most outstanding deviations are discussed below individually by item:

Item 3. Temporary Signs. 6.8% underrun

Item 4. Temporary Rarricade. 4.5% underrun.

Item 5. Flagmen. 77.9% underrun. Further flagman time than that used was unnecessary.

Item 8. General Excavation. 10.3% overrun over the estimated amount of excavation necessary to tie improvements into unimproved streets.

Item 10. 1½"-0 Aggregate. 6.3% overrun. The east end of the N Hunt Street section required a little more rock due to the soft subgrade at the conversion area where the new street was ramped back to the intersection of two unimproved streets; and at the inlet areas where standing water in the existing condition had softened the subgrade.

Item 12. 8" Sewer Pipe. Under run 9.5%. Connections to existing sewer leads in lieu of new leads to manholes.

Item 13. Extra for Pipe Under Pavement. 70% under run. Additional cutting of the existing intersections was unnecessary when it was determined that tying into existing inlet leads was quite adequate from both a functional and a maintenance standpoint.

Item 17. Concrete Driveways. 7.3% overrun. An extra driveway required by a resident on the N side of Hunt Street between Dwight & Newman Avenues accounted for 75% of the overage. Convenience to residents in various instances accounted for the remainder.

Item 18. Concrete Curbs. 5.8% under. Curbs were proportionately shorter due to additional driveways.

Anticipated Items:

- Permanent Paving Striping. 100% underrun. Item not required.
- Water Relocation. 100% underrun. No charges made.
- Contingencies. 100% underrun. None Used.
- Engineering. 34% overrun. Delay of anticipated completion.

Overall Project 2.5% under run.

Wayne J. Oberding

Wayne J. Oberding, Res. Engineer

1-80

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SE 61ST-SE 62ND AVE, PTLD      CONT NO       * FA PROJ NOS SOS 601005 100                                          STATE
                                 326    1941      296       00 N 9                          .40            271.93CR
                                 326    1941      298       00 N 9                          .40CR          271.93
                                 326    1941      901       00 P 1                                          50.03
                                 326    1941      911       00 P 1                                          23.16
                                 326    1941      920       00 P 1                                          12.14
                                 326    1941      923       00 P 1                                         231.60
                                                  TOT       P1                                             316.93
                                               ** JOB TOTALS **              **                 **         316.93  **

HASSALO ST INTERSECT, NE 68    CONT NO       * FA PROJ NOS SOS 601006 100                                          STATE
                                 326    1942      901       00 P 1                       55.30             158.50
                                 326    1942      305       00 P 1                                         326.75
                                 326    1942      913       00 P 1                                          48.90
                                 326    1942      920       00 P 1                                          26.92
                                 326    1942      921       00 P 1                                         103.46
                                 326    1942      922       00 P 1                                          24.20
                                 326    1942      923       00 P                                           233.96
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6

X

8972

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TOTAL TO DATE JOB COST SUMMARY                                                  JANUARY 1980          PAGE  556
                                                                                     FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT          PREFIX       FUNCTION   GR   CURRENT MONTH   YEAR TO DATE        TO DATE
                                                  TOT       P1                           55.30             922.69
                                               ** JOB TOTALS **              **          55.30  **         922.69  **

KELLY/CLEVELAND, GRESHAM       CONT NO         FA PROJ NOS SOS 602001 100                                          STATE
                                 326    1944      901       00 P 1                                         104.30
                                 326    1944      920       00 P 1                                          13.14
                                                  TOT       P1                                             117.44
                                               ** JOB TOTALS **              **                 **         117.44  **

SW 9TH-SW 8TH, PORTLAND        CONT NO         FA PROJ NOS SOS 601004 100                                          STATE
                                 326    1945      296       00 N 9                      134.51              70.00CR
                                 326    1945      298       00 N 9                      134.51CR            70.00
                                 326    1945      901       00 P 1                                         126.83
                                 326    1945      913       00 P 1                                          32.60
                                 326    1945      920       00 P 1                        3.75              15.89
                                 326    1945      921       00 P 1                       75.00              75.46
                                 326    1945      923       00 P 1                                          92.18
                                                  TOT       P1                           78.75             342.96
                                               ** JOB TOTALS **              **          78.75  **         342.96  **
```

8972 2

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N Hunt-Newman to Woolsey
N Bryant-Greeley to Delaware
NE 67th @ Hassalo

WEEK ENDING: December 8, 1979

SECTION PREFIX: 326-1017

HIGHWAY: City Streets

COUNTY: Multnomah

NAME OF JOB: Portland City Streets

KIND OF WORK: Street Grading & Paving

CONTRACTOR: Columbia West Materials & Constructors

CONTRACT NUMBER: 8972

FEDERAL AID PROJECT NUMBER: SOS 2601 (2), (3), (6)

DATE OF CONTRACT: August 27, 1979

DATE WORK STARTED: September 17, 1979

ESTIMATED COMPLETION DATE: December 15, 1979

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN:

SUPERVISION:

SPECIFIED WORK DAYS: -

SPECIFIED CALENDAR DAYS: 90

WORK DAYS USED:

CALENDAR DAYS USED: 92

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 102.2

PROJECT AUTHORIZATION: $ 127,828.24

EXCLUSIVE OF ENGINEERING: $ 117,692.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 117,692.00

ENGINEERING AUTHORIZATION: $ 10,136.16

ENGINEERING COST TO DATE: $ 13,372.01

PERCENT OF AUTHORIZATION: 131.9 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 88.7

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 76.0%

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	85			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.25	0.25			0.25
MILES PARTIALLY COMPLETED	0.25	0.25			0.25
MILES COMPLETED	0.25	0.25			0.112
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1412.0 c/y	1035.0 c/y			870.0 Ton
TOTAL QUANTITIES CORRECTED TO DATE	1412.0 c/y	1117.0 c/y			870.0 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1412.0 c/y	1117.0 c/y			861.56 Ton
AVERAGE DAILY QUANTITIES	39.2 c/y	25.9 c/y			17.23 Ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

Truck and roller 2 hrs.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	RAIN	1		
MONDAY	SOME OVERCAST/CLEARING	1		
TUESDAY	OVERCAST	1		
WEDNESDAY	OVERCAST LT. RAIN A.M.	1		
THURSDAY	OVERCAST	1		
FRIDAY	OVERCAST/ LT. RAIN	1		
SATURDAY	OVERCAST/ RAIN INTERMITTANT	1		

RECEIVED
DEC 14 1979
CONSTRUCTION BRANCH

Kersey
Jackmond
Hoskins
Williams
Johnson
Olson
Richards
Berg
[illegible]
Widmer
Osborne
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	-
MONDAY	NO WORK
TUESDAY	NO WORK
WEDNESDAY	NO WORK
THURSDAY	N BRYANT STREET - FORMAN & 3 MEN OUT 4 HRS IN AFTERNOON AND TRUCK W/SMALL ROLLER OUT 2 HRS PATCHING PVAVMENT
FRIDAY	NO WORK At NE 67th Ave @ Hassalo it appeared the contractor stopped by briefly late afternoon to pour liquid asphalt, ineffectively, around the edges of the area he was supposed to patch.
SATURDAY	

REMARKS

The patching done was not satisfactory in entirety in that liquid asphalt used over patch areas was not completely covered with mix and the result is a potential hazard to traffic as well as an unacceptable condition to foot traffic during the summer season.

SIGNED Wayne J. Oberding
Wayne J. Oberding, P.E. LOCATION Portland OR

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8972

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION** 9-11-79	FEDERAL AID PROJECT NO. SOS-2601(3) STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO. ITEM NO. 80210	COUNTY NAME Multnomah PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

Orig

RECEIVED
STATE HWY ENGR
SEP 24 '79
REFER TO Moihring

DATE PS&E APPROVED 3-17-78	DATE AUTHORIZATION EFFECTIVE 9-7-79	FEDERAL ROUTE NUMBER Non Federal-aid STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Greeley Avenue-Delaware Avenue (Portland Section)

GENERAL DESCRIPTION OF WORK:

Increase in Project Costs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (*Specify*) See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of August 28, 1979, I approve the revised TEC of $58,205 - Federal Funds $49,943 for the Construction phase. (Increase TEC $3,005 - Federal Funds $2,593)

DATE 9-11-79	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

U.S. GOVERNMENT PRINTING OFFICE: 1970-731-018

8972

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9 - 11 - 79

FEDERAL AID PROJECT NO. SOS-2601(2)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80209

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 24 '79
REFER TO Mothring
FOR
Info | File ✓

orig to

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
3-15-78	9-7-79	Non Federal-aid	City Street

GENERAL LOCATION:

N. Newman Avenue-N. Woolsey Avenue (Portland)

GENERAL DESCRIPTION OF WORK:

Increase in Project Costs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of August 28, 1979, I approve the revised TEC of $54,470 Federal Funds $46,735 for the Construction phase. (Increase TEC $22,370 - Federal Funds $19,195)

DATE 9-11-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 1-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-018

8972

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U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-10-79

FEDERAL AID PROJECT NO. SOS-2601(6)

STATE PROJECT NO. See below

PROGRAM NO.

COUNTY NAME Multnomah

ITEM NO. 80214

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

orig to

RECEIVED
STATE HWY ENGR
SEP 24 '79
REFER TO Rothing
FOR
Info | File

DATE PS&E APPROVED	3-13-78
DATE AUTHORIZATION EFFECTIVE	9-7-79
FEDERAL ROUTE NUMBER	Non Federal-aid
STATE ROUTE NUMBER	City Street

GENERAL LOCATION: N.E. 67th Avenue at Hassalo Street (Portland)

GENERAL DESCRIPTION OF WORK: Increase in Project Costs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of August 28, 1979, I approve the revised TEC of $7,993 - Federal Funds $6,857 for the Construction phase.
(Increase TEC $3,893 - Federal Funds $3,342)

DATE 9-10-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-731-915

8972

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TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-114		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1	9-4-79	Project Number SOS-2601(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on November 8, 1978,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,220	$ 9,213
Federal funds	$ 1,045	$ 7,902
Other revisions		

This modification is made for the following reasons:

To include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of September 1979.

Oregon State Highway Division
(Official name of Highway Agency)

By

Assistant State Hwy. Engineer
(Title)

For ~~By~~ H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Oregon State Highway Division
Salem, Oregon, August 28, 1979

Federal Aid Project
No. SOS-2601(6)

N.E. 67th Ave. @ Hassalo St. (Portland) Section
City Streets in Multnomah County

Revised Project Agreement Estimate.

Type Code PE

Preliminary Engineering	All Required		$1,220.00

Type Code 6201
Roadway (Sta. 0+50 to Sta. 1+82.15)

Mobilization (6%)	All Required		$ 600.00
Temporary Protection and Direction of Traffic (24%)	All Required		360.00
Temporary Signs	132 Sq.Ft.	8.00	1,056.00
Temporary Barricades	3 Each	85.00	255.00
Flagmen	40 Hour	17.00	680.00
Removal of Structures and Obstructions (27%)	All Required		540.00
General Excavation	22 Cu.Yd.	10.00	220.00
Finishing Roadbed and Slopes (5%)	All Required		25.00
1-1/2" - 0 Aggregate Base	15 Cu.Yd.	14.00	210.00
Class "B" or "C" Asphalt Concrete	15 Ton	27.10	406.50
8-inch Sewer Pipe	44 Lin.Ft.	20.00	880.00
Extra for Pipe Under Pavement	20 Lin.Ft.	7.00	140.00
Concrete Inlets, Standard Double	1 Each	650.00	650.00
Concrete Walks	10 Sq.Yd.	17.00	170.00
Concrete Driveways	1 Sq.Yd.	23.00	23.00
Concrete Curbs	120 Lin.Ft.	5.00	600.00
			$6,815.50

Anticipated Items

Permanent Pavement Marking (11%)	All Required		$ 165.00
	Subtotal		$6,980.50
	Engineering		1,012.50
	Total		$7,993.00

Length of Project - - - - - 0.03 Mile
Cost of Roadway Per Mile - $266,433.34

Summary of Funds

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$1,220.00	$1,045.00	$ 175.00
Roadway	7,993.00	6,857.00	1,136.00
Total	$9,213.00	$7,902.00	$1,310.00

Group 3 - 6%
Contract No. 8972
Prefix 326-1942
426-1921
326-1017

STATE COPY OMB No. 04-R2086

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-98	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 11-8-78	State Oregon County Multnomah Project No. S05-2601(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., N.E. 67th Ave. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-13-78	0.03
RIGHTS-OF-WAY		
CONSTRUCTION	3-13-78	0.03
OTHER *(Specify)*		

FUNDS Pro Rata 85.8%

ESTIMATED TOTAL COST OF PROJECT $ 1,220.00	FEDERAL FUNDS $ 1,045.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator NOV 8 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon Oct. 26, 1978

Federal Aid Project
No. SOS-2601(6)

NE 67th Ave. @ Hassalo St. (Portland)
City St. in Multnomah County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$1,220.00
		$1,220.00

Length of Project. . . . . .0.03 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$1,220.00	$1,045.00	$175.00
Retain in PS&E Status	4,100.00	3,515.00	585.00
Total	$5,320.00	$4,560.00	$760.00

Group 1 - 100%
Prefix 326-1942

8972

2

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-112		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1	9-4-79	Project Number SOS-2601(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 8, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 19,000	$ 75,705
Federal funds	$ 16,290	$ 64,946
Other revisions		

This modification is made for the following reasons:

To include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of September, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

ASSISTANT STATE HIGHWAY ENGINEER
(Title)

for: H. S. COULTER

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: G. L. GREEN

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

GPO 927 494

Gen file

Oregon State Highway Division
Salem, Oregon, August 29, 1979

Federal Aid Project
No. SOS-2601(3)

Greeley Ave.-Delaware Ave. (Portland) Section
City Streets in Multnomah County

Revised Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required		$11,000.00

Type Code 6201%
Roadway (Sta. 0+60 to Sta. 7+81)

Mobilization (52%)	All Required		$ 5,200.00
Temporary Protection and Direction of Traffic (38%)	All Required		570.00
Temporary Signs	312 Sq.Ft.	8.00	2,496.00
Temporary Barricades	10 Each	85.00	850.00
Flagmen	40 Hour	17.00	680.00
Clearing and Grubbing (40%)	All Required		400.00
Removal of Structures and Obstructions (18%)	All Required		360.00
General Excavation	890 Cu.Yd.	10.00	8,900.00
Finishing Roadbed and Slopes (58%)	All Required		290.00
1-1/2"-0 Aggregate Base	680 Cu.Yd.	14.00	9,520.00
Class "B" or "C" Asphalt Concrete	590 Ton	27.10	15,989.00
Concrete Walks	280 Sq.Yd.	17.00	4,760.00
Concrete Driveways	124 Sq.Yd.	23.00	2,852.00
Concrete Curbs	515 Lin.Ft.	5.00	2,575.00
Adjusting Manholes	2 Each	150.00	300.00
			$55,742.00

Anticipated Items

Permanent Pavement Marking (54%)	All Required	810.00
	Subtotal	$56,552.00
	Engineering	8,153.00
	Total	$64,705.00

Length of Project - - - - - 0.136 Mile
Cost of Roadway Per Mile - $475,772.05

Work Retained in PS & E Status
(Not included in amounts below)

Water Meter Relocation	All Required	$ 1,500.00

Oregon State Highway Division
Salem, Oregon, August 29, 1979

Federal Aid Project
No. SOS-2601(3)

Summary of Funds

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$11,000.00	$ 9,430.00	$ 1,570.00
Roadway	64,705.00	55,516.00	9,189.00
Retain in PS & E	1,500.00	1,287.00	213.00
Total	$77,205.00	$66,233.00	$10,972.00

Group 2 - 52%
Contract No. 8972
Prefix 326-1947
426-1918
326-1017

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-86	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-8-78	State Oregon County Multnomah Project No. SOS-2601(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., N. Bryant St. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-17-78	0.14
RIGHTS-OF-WAY	3-17-78	0.14
CONSTRUCTION	3-17-78	0.14
OTHER *(Specify)*		

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT $ 19,000.00	FEDERAL FUNDS $ 16,290.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator NOV 8 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon Oct. 26, 1978

Federal Aid Project
No. SOS-2601(3)

Greely Ave.-Delaware Ave. (Portland) Section
City St. in Multnomah

Project Agreement Estimate

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$11,000.00
	Total	$11,000.00

Type Code ROW
Rights-of-Way

Rights-of-Way	All Required	$ 8,000.00
	Total	$ 8,000.00

Length of Project. . . . . . . 0.14 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$11,000.00	$ 9,430.00	$ 1,570.00
Rights-of-Way	8,000.00	6,860.00	1,140.00
Retain in PS&E Status	55,200.00	47,350.00	7,850.00
Total	$74,200.00	$63,640.00	$10,560.00

Group 1 - 100%
Prefix 326-1947

8972.

2

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-111		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1	9-4-79	Project Number SOS-2601(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 8, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,000	$ 61,470
Federal funds	$ 6,000	$ 52,735
Other revisions		

This modification is made for the following reasons:

To include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of September, 19 79.

Oregon State Highway Division
(Official name of Highway Agency)

By

Assistant State Hwy. Engineer
(Title)

For H. S. Coulter

State Hwy. Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen file

Oregon State Highway Division
Salem, Oregon, August 28, 1979

Federal Aid Project
No. SOS-2601(2)

N. Newman Ave.-N. Woolsey Ave. (Portland) Section
City Streets in Multnomah County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 7,000.00

Type Code 6201
Roadway (Sta. 0+28 to Sta. 5+07)

Mobilization (42%)	All Required		$ 4,200.00
Temporary Protection and Direction of Traffic (38%)	All Required		570.00
Temporary Signs	280 Sq.Ft.	8.00	2,240.00
Temporary Barricades	9 Each	85.00	765.00
Flagmen	40 Hour	17.00	680.00
Clearing and Grubbing (60%)	All Required		600.00
Removal of Structures and Obstructions (55%)	All Required		1,100.00
General Excavation	500 Cu.Yd.	10.00	5,000.00
Finishing Roadbed and Slopes (37%)	All Required		185.00
1-1/2"-0 Aggregate Base	340 Cu.Yd.	14.00	4,760.00
Class "B" or "C" Asphalt Concrete	265 Ton	27.10	7,181.50
8-inch Sewer Pipe	56 Lin.Ft.	20.00	1,120.00
Extra for Pipe Under Pavement	40 Lin.Ft.	7.00	280.00
Concrete Inlets, Standard	3 Each	350.00	1,050.00
Concrete Walks	565 Sq.Yd.	17.00	9,605.00
Concrete Driveways	160 Sq.Yd.	23.00	3,680.00
Concrete Curbs	810 Lin.Ft.	5.00	4,050.00
			$47,066.50

Anticipated Items

Permanent Pavement Striping (35%)	All Required		525.00
	Subtotal		$47,591.50
	Engineering		6,878.50
	Total		$54,470.00

Length of Project - - - - - 0.091
Cost of Roadway Per Mile - $598,571.43

Oregon State Highway Division
Salem, Oregon, August 28, 1979

Federal Aid Project
No. SOS-2601(2)

Summary of Funds

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 7,000.00	$ 6,000.00	$1,000.00
Roadway	54,470.00	46,735.00	7,732.00
Total	$61,470.00	$52,733.00	$8,732.00

Group 1 - 42%
Contract No. 8972
Prefix 326-1946
426-1917
326-1017

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-85	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-8-78	State Oregon County Multnomah Project No. SOS-2601(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Street, N. Hunt Street (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-15-78	0.13
RIGHTS-OF-WAY		
CONSTRUCTION	3-15-78	0.13
OTHER *(Specify)*		

FUNDS Pro Rata 85.3%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 7,000.00	$ 6,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Technical Services Engineer
(Title)
XX For: N. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator NOV 8 1978

Form PR-2 (Rev. 10-78) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon Oct. 26, 1978

Federal Aid Project
No. SOS-2601(2)

N. Newman Ave.-N. Woolsey Ave. (Portland) Section
City St. in Multnomah County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 7,000.00
	Total	$ 7,000.00

Length of Project. . . . . . .0.13 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 7,000.00	$ 6,000.00	$1,000.00
Retain in PS&E Status	32,100.00	27,540.00	4,560.00
Total	$39,100.00	$33,540.00	$5,560.00

Group 1 - 100%
Prefix 326-1946

8972

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 28, 1979

In Reply Refer to
File No.:

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Termination
Item No. 80213
Project No. SOS-2601(5)
S.E. 61st Ave. - S.E. 62nd Ave. (Portland) Section
Multnomah County

I hereby request your approval to terminate the subject project and claim participation for incurred preliminary engineering costs. The enclosed copy of correspondence from the City of Portland requests that construction of this project be cancelled and the balance of funds be utilized to cover the low bids received on projects SOS-2601(2), SOS-2601(3) and SOS-2601(6).

Total preliminary engineering expended on the project is $4,109.24 with final charges being made in March 1979.

CL:fkc
Attachment

cc: R. Hacek
H. Reynoldsen

Prefixes: 326-1941
426-1920

Form 734-[illegible]

8972

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET
SHEET .... OF .... SHEETS

TRANSFER of Portland SOS Projects 7-25-79

Projects combined into one contract:-

SOS-2601(2) Newman Ave - Woolsey Ave Sec. N. Hunt St.
(3) GREELEY Ave - Delaware Ave Sec. N. Bryant St.
(6) NE 67th Ave @ NE Hassalo St.

Est. Cost of Project after bids $145,828.24
Federal funds 86% of $145,828.24 = $125,412

$125,412 to be made up as follows:-

SOS-2601	(2)	N. Hunt St.		$ 33 540
	(3)	N. Bryant St.		63 640
	(6)	NE Hassalo		4 560
Transfer from	(1)	NE Emerson St	(Cancel)	15 650
	(7)	NE 142 Ave (Johnson Crk)		3 425
	(5)	S.W. Woodward St.	(Cancel)	4 597
				$125,412

8972

STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-8250
TELEPHONE

TO: BUZ SWAN
Project Management

DATE: July 23, 1979

FROM: JON ROSE Jon Rose
Federal Aid Specialist

SUBJECT: Request for Postponement
Hunt, Bryant and Hassalo Streets SOSR Project
City of Portland

Columbia West, low bidder on the Hunt, Bryant and Hassalo Streets SOSR project in the City of Portland has requested that the "Notice to Proceed" for that contract be postponed until mid-August and the City of Portland agrees that this minor delay would benefit both the city and the contractor. The attached two letters, one dated July 18th and signed by the city and one dated July 16th and signed by the contractor explain the proposal in more detail. The city proposes to delay award of the contract by delaying submittal of it's advance deposit until August and since both the city and the contractor are in agreement, I would recommend that you consider this request favorably. Please advise if this is acceptable.

JR:sb

Attachment

cc: Region I

cc: C. Hem
R. Prange
Sent 7-25-79
BAM

PROJECT MANAGEMENT BRANCH
ASHE ☐ SIE ☐
PLE ☐ RE ☐ PRC. ☐
JUL 24 1979
REFERRED TO ______________
FOR ______________
FILE: PM FA LG.

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

July 18, 1979

JON ROSE
ODOT METRO
5821 NE GLISAN ST
PORTLAND OR 97213

Dear Jon:

Columbia West Materials and Constructors, Inc., has written Wayne Oberding of the City's Street Construction Engineering Division requesting a delay in issuing the notice to proceed with the improvement of N Hunt, N Bryant, and NE Hassalo, Project SOS-2601(3). In this letter they agree to be bound by their offer for the additional time requested.

The contractor is doing a number of contracts for the City and is currently working in southeast Portland. He would prefer to complete these jobs prior to moving to north Portland for the SOSR projects and six City street improvements. The contractor anticipates moving to north Portland in mid August, and would like to receive the notice to proceed at about that time.

Columbia West has discussed this with Marion Kraft of Region I and with Wayne Oberding. It was determined that this request was acceptable and that a method of providing this delay was to postpone payment of the City's advance deposit for this project.

The contractor has been verbally notified that the City must be notified at least ten days prior to his desired starting date to provide time to make the payments, execute the contract, and issue the notice to proceed.

If you have any questions regarding this or require additional assurances from the contractor, please call Wayne Oberding at 248-4116.

Sincerely,

G. David Hill

Dave Hill
Engineer III

STR:hmc

Enclosure
cc: Wayne Oberding
Marion Kraft
Columbia West

COLUMBIA-WEST
MATERIALS AND CONSTRUCTORS, INC.
6888 N. W. St. Helens Rd. - P. O. Box 10425 - Portland, Oregon 97210
(503) 286 9431
(503) 243-1198

DEPT. OF
PUBLIC WORKS
JUL 17 1979
BUREAU OF
CONSTRUCTION

July 16, 1979

City of Portland
400 S.W. 6th Ave.
Portland, Oregon 97204

Attn: Mr. Wayne Oberding, Resident Engineer

Re: Improvement on N. Hunt, N. Bryant & N.E. Hasslo
OSHD Project SOS-2601 (3)

Gentlemen:

We request that you delay by certain means the Notice to Proceed on the subject project. This will facilitate our scheduling of our North Portland street projects.

In as much as the Specifications Section 103.02 provide for special agreement on the timing of the award, we agree to be bound to our offer for the additional time necessary to arrive at a mid-August Notice to Proceed.

Thank you for your assistance and consideration in this matter.

Very Truly Yours,
Columbia West Materials and Constructors, Inc.

Walt

W. R. Gamble, Manager

c.c: Mr. Kraft

8772

From Metro Jon Rose
Date 7/16/79
To Buz Swan
[✓ Program Mgmt.] Traffic Region 1

Comments: Here is the City's proposal for distribution of its SOSR pot. Please transfer these funds as appropriate to avoid any loss.

Jon Rose

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

July 10, 1979

JON ROSE
ODOT METRO
5821 NE GLISAN ST
PORTLAND OR 97213

Dear Jon,

Relative to our conversation yesterday with Hal Reynoldson, the City of Portland would like to do the following concerning our SOSR projects.

First, any excess funds from the SE 142nd Avenue bridge project should be brought forward and applied toward the N Hunt, N Bryant and NE 67th and Hassalo projects.

All unused funds from the cancelled NE Emerson and SE Woodward projects should be applied first toward the N Hunt, N Bryant and NE 67th and Hassalo projects.

This leaves only the SW 9th Drive project. This project has been submitted to the State for review and estimate. If the State's estimate is within the amount of the remaining SOSR funds or reasonably close, then the City will decide whether to build the project or not. All excess funds from all of the other SOSR projects would be applied toward the SW 9th Drive project.

If you have any questions concerning this matter, please call me at 248-4643.

Sincerely,

L. David Hill

L. David Hill, Program Management
Bureau of Street & Structural Engineering

LDH:lr

cc: Terry Bray
Ralph Tashima

[illegible] SPC
ODOT · METRO
JUL 18 1979
AM [illegible] PM

8972 7/9/79

Est. Cost. of projects based upon bid price: $145,828.24

Federal funds 86% of $145,828.24	=	$125,412
Less obligated to	(2)	33,540.
	(3)	63,640
	(6)	4,560
Project to be cancelled	(1)	15,650
Funds transferred from	(7)	3,425
Project to be Cancelled	(5)	4,597

29,240
4,597
$24,643 remaining in (5)

8972

June 29, 1979

John Lang, Hwy. Coordinator
City of Portland
400 SW 6th Avenue
Portland, OR 97204

Dear Mr. Lang:

On June 28, 1979 a satisfactory bid was received from Columbia West of Portland, Oregon for the N. Newman Ave. to N. Woolsey Ave. Section on N. Hunt St., N. Greeley Ave. to N. Delaware Ave. Section on N. Bryant St., and NE 67th Ave. at N.E. Hassalo St. Section SOS-2601(2), (3) and (6).

This is an Off Systems project and based upon the contractor's bid the City's advance deposit will be as follows:

Bid Items	$109,624.00
Pavement Striping	1,500.00
Water Meter Relocation	1,500.00
4½% Contingencies	5,068.08
9% Engineering	10,136.16
Est. Construction Costs	$127,828.24
PE Costs	18,000.00
Est. Total Project Costs	$145,828.24
Less Federal Funds (86% of $145,828.24)	125,412.29
Est. City's Share of Project Costs	$ 20,415.95

.86 of 18,000 - 15,480

*.86 = $125,412

By rounding the City's advance deposit will be $20,400.00

Please make your check in the amount of $20,400 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, OR 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 20, 1979.

Rec'd 8/27/79

Informed Jon Rose & [illegible]

Very truly yours,

D. E. Swan
Operation Programming Engineer

NR:jmc

bc: w/AD#655: Vern Skoog-Please return completed AD#655
when check is received.
Region M, Federal Aid Engineer Jon Rose

Sec
NE 67 Ave. - NE Hassalo St. Sec
(6)

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: F I L E

DATE: June 22, 1979

H. S. Coulter

Newman-Woolsey

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 28, 1979 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 28 on the following projects:

1. Intersection of Pacific Hwy. East and Berg Parkway in Canby
   Clackamas County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Silverton Road N.E. @ Condon Road N.E.
   Marion County
   Traffic Signals

   Same as No. 1.

3. Columbia River Hwy. at Umatilla River Bridge Spur
   Umatilla County
   Traffic Signals

   Same as No. 1.

4. D Street-F Street
   4th Street West, City of Rainier
   Columbia County
   Grading and Paving
   36-foot roadway provided on this project

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

5. Wharf Street (Brookings)
   City Street, Curry County
   Grading and Paving
   40-foot roadway provided on this project

   Same as No. 4.

6. Port Drive (Depoe Bay)
City Street, Lincoln County
Base and Paving
Variable width street/parking area with pedestrian sidewalk provided on this project.

7. N.E. Maywood Place
East Portland Freeway, Multnomah County
Landscaping

Same as No. 1.

8. Columbia River (Interstate) Bridge
Pacific Hwy., Multnomah Co., Oregon and Clark Co., Washington
Paving
Structure resurfacing

Same as No. 1.

9. N. Newman Ave.-N. Woolsey Ave., N. Greeley Ave.-N. Delaware Ave. and N.E. 67th Avenue at N.E. Hassalo (Portland)
City Streets, Multnomah County
Grading and Paving
Newman-Woolsey - 6-foot sidewalks with curb ramps provided for bicycle and pedestrian traffic.
Greeley-Deleware - 5-foot sidewalk being constructed between sections of existing sidewalk for pedestrians and bicycle use.
N.E. 67th - curve realignment; curve cuts being constructed.

10. Nelson Point Interchange
Old Oregon Trail Highway, Baker County
Grading and Paving
Reconstruction of Interchange legs. 4-to-6-foot shoulders available.

Same as No. 4.

11. Prairie Road-Irving Road and Park Avenue-River Road
Northwest Expressway (Eugene), Lane County
Base and Paving
4-8-foot shoulders available

Same as No. 4.

12. Willamette River-Goshen
Pacific Highway, Lane County
Grading and Paving
Slope widening and overlay. 10-foot shoulders available.

Same as No. 4.

13. N. Albany, Santiam Hwy. and Lebanon Road Interchanges
    Pacific Highway, Linn County
    Overlay and Safety on Interchange Ramps

    Same as No. 4.

14. Grand Ronde (MP 20.0-21.7)
    Salmon River Highway, Polk County
    Grading and Paving
    6-to-8-foot shoulders throughout project. Shoulders to be striped and signed as bikeways.

15. Nehalem River (CCC) Bridge
    Foss Road, Tillamook County
    Structure
    30-foot roadway on structure, 24-foot roadway on approaches with 3-foot gravel shoulders.

    Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

16. Sandy E.C.L.-E. Brightwood Loop
    Mt. Hood Highway, Clackamas County
    Oiling
    Pavement Seal. 8 and 10-foot shoulders to be striped and signed as a bikeway.

RS:ge

cc F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

6-6-79

LETTER OF APPROVAL A[illegible]/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-2601(3)

STAT[illegible]OJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

RECEIVED
STATE HWY ENGR
JUN 22 '79
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

6-22
orig
fd

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO. 80210

ITEM NO.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED 3-17-78

DATE AUTHORIZATION EFFECTIVE 6-6-79

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Greeley Ave. - Delaware Ave. (Portland) Section

GENERAL DESCRIPTION OF WORK:

Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated May 29, 1979, that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

DATE 6-6-79

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

TITLE for Division Administrator

FORM PR-1240 (REV. 8-78) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATIO"

6-6-79

LETTER OF APPROVAL A /OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-2601(2)

STAT JECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ ☐ 2

PROGRAM NO.

ITEM NO. 80209

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

6-22
orig
to [illegible]

RECEIVED
STATE HWY ENG
JUN 22 '79
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED 3-15-78

DATE AUTHORIZATION EFFECTIVE 6-6-79

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
N. Newman Ave. - N. Woolsey Ave. (Portland) Section

GENERAL DESCRIPTION OF WORK:
Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated May 29, 1979, that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

DATE 6-6-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240
(REV. 0-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68)
WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A[illegible]/OR AUTHORIZATION

6-6-79

FEDERAL AID PROJECT NO. SOS-2601(6)

STAT[illegible]OJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1

RECEIVED
STATE HWY ENGR
JUN 22'79
REFER TO Machring
FOR 1

Info	Inves	R/D	D/R	Sign	Act	File

6-22
orig to

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80214

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED 3-13-78

DATE AUTHORIZATION EFFECTIVE 6-6-79

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
N.E. 67th Avenue at Hassalo St. (Portland) Section

GENERAL DESCRIPTION OF WORK:
Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated May 29, 1979, that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

DATE 6-6-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

TITLE for Division Administrator

FORM PR-1240 (REV. 3-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Ave. & N. Bryant St.

Section N.E. 67th Ave. at N.E. Hassalo St.

Programming Estimate $

8972

Highway City Streets

Project Length .09, .14, .03

Total .26 mile

County Multnomah

Completion Time 90 Cal. Days

Kind of Work Grading and Paving

Prefix 326-1946 326-1947 326-1942

FA Project No. 505-2601(2) 505-2601(3) 505-2601(6)

NSTRUCTION AUTHORIZATION

tract Amount $ 123,842.75

ROUTING SLIP—DEPT. OF TRANSPORTATION

Date: 6/1/79

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
[✓ Metropolitan]
Region Number
District Number

ATTENTION: Jon Rose

FROM: HR

COMMENTS: Please keep the items on this estimate confidential

SP*70682-734

Form 731-6602 (7/76)

1,500.00

1,500.00

$ 3,000.00

$ 126,842.75

Contingencies (4-1/2%) 5,707.92

Engineering (9 %) 11,415.85

SUBTOTAL $

Credit for . . . .

Estimated Net Authorization, Construction . . . . $ 143,966.52

APPROVED

Road Design Engineer

Called Jon Rose - Chuck Pietrok called City - City said OK 6/1/79

Est. for SOS-2601 (2, 3, & 6)			$143,966.52
	Federal funds 86% of $143,966.52	=	123,811.21
	Less Fed Fund obligated to	(2)	33,620.00
		(3)	63,640.00
		(6)	4,560.00
	Project to be cancelled	(1)	15,650.00
	Less Fed funds transferred from	(7)	3,425.00
($29,240)	Project to be cancelled	(5)	2,916.21
			00

29 240
2 916
Leaving $26,324 in (5)

8972

Pthd

Form 81-734-3030

FILE:

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 29, 1979

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening June 28, 1979

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. SOS-2601 (3)
SOS-2601 (2)
SOS-2601 (6)

Highway No. 2026 [redacted]

Federal-aid Project Name NE 67th-NE Hassalo/Newman Ave-Woolsey/Grealey Ave-Delaware

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[XX] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

RECEIVED
MAY 29 1979
ROAD DESIGN SECTION

Versteeg
Andersen
Christensen
Olsen
Sullivan
Turpin
Trout
Moehring

Do Not File ☐
Return To
Bring Up /
Action

8972

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

May 24, 1979

Oregon Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, OR 97213

ATTN: Jon Rose

SUBJECT: Preliminary Plans for Review and Approval
Project: N. Hunt St., N. Bryant St. and NE 67th at NE Hassalo

Dear Jon:

We have reviewed the preliminary plans for the subject project and have made necessary corrections in red. We are returning a set of plans with the necessary signatures.

If you have any questions, please contact the project engineer, Melvin Mohning at 248-4393.

Sincerely,

John M. Langer

John Lang, Bureau Chief
Bureau of Street and Structural Engineering

JL/pn

From Metro JON ROSE Date 5/29/79

To JERRY WIMER

[✓ Program Mgmt.] Traffic Region 1

Comments: The City has reviewed the subject plans, marked in red its suggested changes and attached additional information. Please take appropriate action.

Jon Rose

5/29/79 Forwarded to D. Christensen

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
[✓ LGE ☐] FAE ☐ OPE ☐
MAY 25 1979

File: PM FA
TAA ______ LG OP

MA PDM PDE TSE SPC
ODOT - METRO
MAY 24 1979
AM PPS FILE.T/A

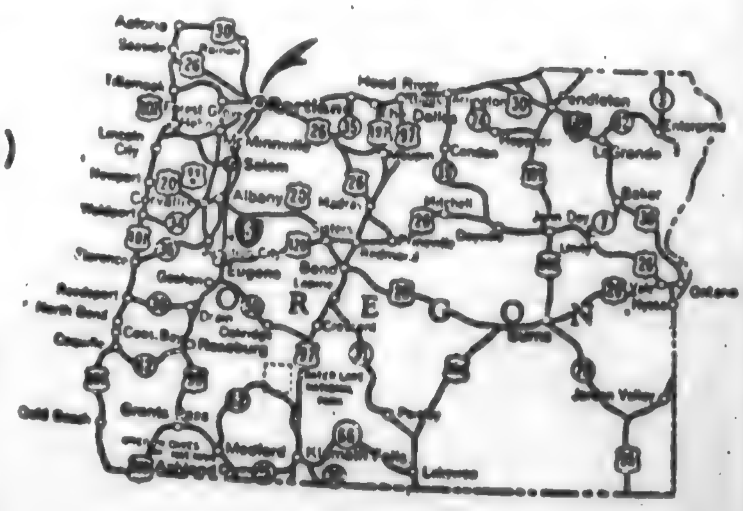
N. Newman Ave. to N. Woolsey Ave. (Port. Sec.) CITY STREET (N. HUNT ST.) MULTNOMAH COUNTY				[illegible]eeley Ave. to N. Delaware Ave. (Port. Sec.) CITY STREET (N. BRYANT ST.) MULTNOMAH COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	SOS-2601 (2)		10	OREGON	SOS-2601 (3)		See Index

NE 67th Ave at NE Hassalo St on back

OF OREGON
F TRANSPORTATION
HWAY DIVISION
PROPOSED PROJECT

AND PAVING

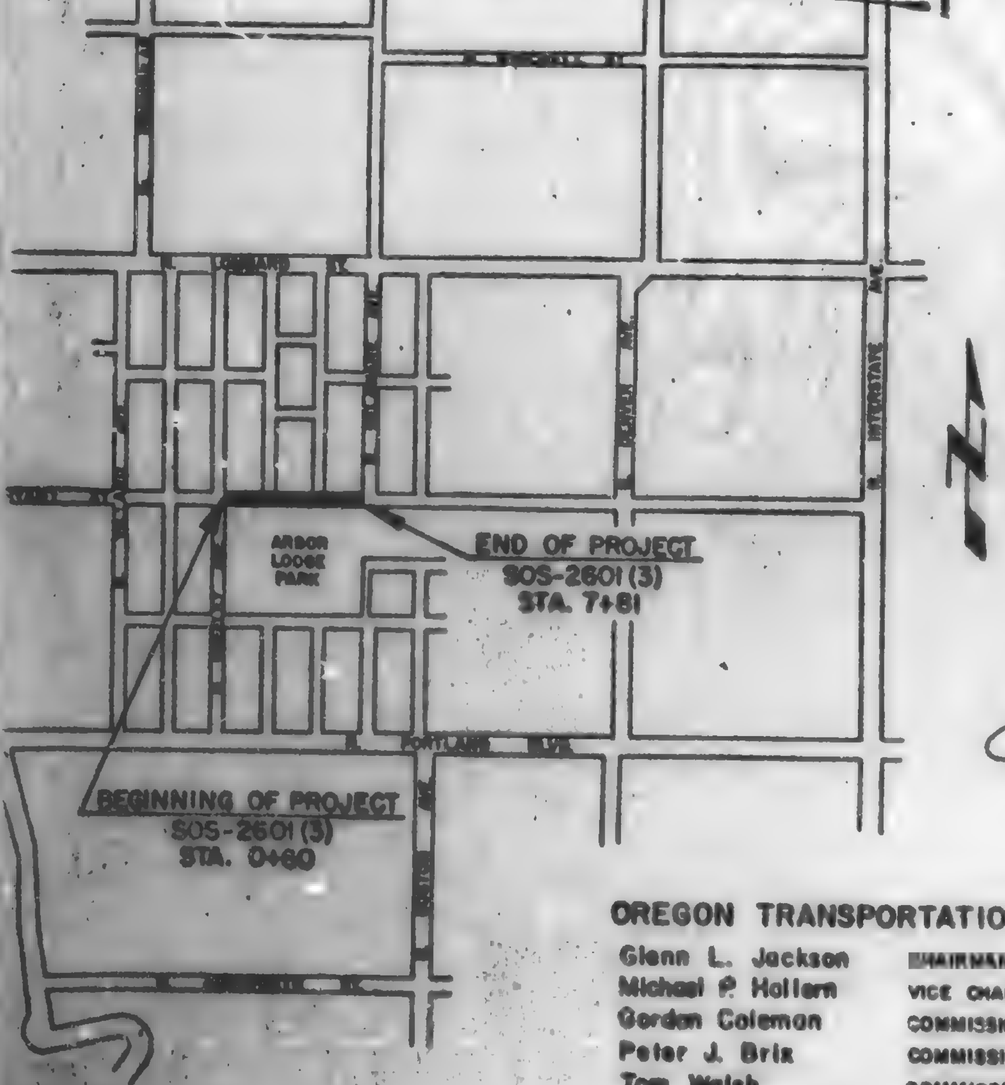
N. WOOLSEY AVE. (PORTLAND SEC.)
HUNT ST.
AND
N. DELAWARE AVE. (PORTLAND SEC.)
RYANT ST.
MAH COUNTY
1979



APPROVED
CITY OF Portland
BY [illegible] L. Bray
BY
DATE 5/24/79

PRELIMINARY COPY
MAY 15 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

PRELIMINARY COPY
SUBJECT TO CHANGE


N. LOMBARD ST.
INTERSTATE AVE.
ARBOR LODGE PARK
END OF PROJECT
SOS-2601 (3)
STA. 7+81
N. PORTLAND BLVD.
BEGINNING OF PROJECT
SOS-2601 (3)
STA. 0+60

APPROVED: Cowles Mallory 6-7-79
Cowles Mallory, City Engineer DATE

9585
TERENCE L. BRAY

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ASSISTANT STATE HIGHWAY ENGINEER DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:

DISTRICT ENGINEER DATE

8772

4-79

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TOTAL TO DATE JOB COST SUMMARY                                                    APRIL 1979        PAGE  722
                                                                                    FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX     FUNCTION   GR  CURRENT MONTH     YEAR TO DATE        TO DATE
                                   326  1943      980     00 P 1                                            68.60
                                                  TOT       P1                                          56,028.21
                                                  TOT       N1                                           1,486.87
                                               ** JOB TOTALS **            **                 **       57,515.08  **

  KELLY/CLEVELAND, GRESHAM       CONT NO      FA PROJ NOS SOS 602001 100                                                STATE
                                   326  1944      901     00 P 1                             102.98            102.98
                                   326  1944      920     00 P 1                              13.14             13.14
                                                  TOT       P1                               116.12            116.12
                                               ** JOB TOTALS **            **                116.12  **        116.12  **

  SW 9TH-SW 8TH, PORTLAND        CONT NO      FA PROJ NOS SOS 601004 100                                                STATE
                                   326  1945      296     00 N 9                             176.54CR          176.54CR
                                   326  1945      298     00 N 9                             176.54            176.54
                                   326  1945      901     00 P 1                             100.98            100.98
                                   326  1945      920     00 P 1                              12.14             12.14
                                   326  1945      923     00 P 1                              92.64             92.64
                                                  TOT       P1                               205.76            205.76
                                               ** JOB TOTALS **            **                205.76  **        205.76  **

  N NEWMAN-N WOOLSEY, PTLD       CONT NO      FA PROJ NOS SOS 601002 100                                                STATE
                                   326  1946      296     00 N 9       45.29CR               307.68CR          307.68CR
                                   326  1945      298     00 N 9       45.29                 307.68            307.68
                                   326  1946      901     00 P 1       52.78                 103.28            103.28
                                   326  1946      905     00 P 1      365.91                 365.91            365.91
                                   326  1946      920     00 P 1                              12.14             12.14
                                   326  1946      923     0C P 1                             243.18            243.18
                                                  TOT       P1        418.69                 724.51            724.51
                                               ** JOB TOTALS **       418.69  **             724.51  **        724.51  **

  N GREELEY-N DELAWAR, PTLD      CONT NO      FA PROJ NOS SOS 601003 100                                                STATE
                                   326  1947      296     00 N 9       45.34CR               332.76CR          332.76CR
                                   326  1947      298     00 N 9       45.34                 332.76            332.76
                                   326  1947      901     00 P 1       52.84                 103.34            103.34
                                   326  1947      903     00 P 1                              29.17             29.17
                                   326  1947      905     00 P 1      321.57                 321.57            321.57
                                   326  1947      920     00 P 1                              12.14             12.14
                                   326  1947      923     00 P 1                             243.18            243.18
                                                  TOT       P1        374.41                 709.40            709.40
                                               ** JOB TOTALS **       374.41  **             709.40  **        709.40  **

  JOHNSON CK BR, SE 142-PTLD     CONT NO    * FA PROJ NOS SOS 601007 100                                                STATE
                                   326  1948      296     00 N 9                             745.00CR          745.00CR
                                   326  1948      298     00 N 9                             745.00            745.00
```

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                                                                              APRIL 1979       PAGE  721
TOTAL TO DATE JOB COST SUMMARY
                                                                                 FISCAL        GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX        FUNCTION   GR  CURRENT MONTH   YEAR TO DATE     TO DATE
                                 326    1940      298      00 N 9                    620.69          620.69
                                 326    1940      901      00 P 1                                    485.67
                                 326    1940      905      00 P 1                                     98.20
                                 326    1940      914      00 P 1                                     92.35
                                 326    1940      920      00 P 1                     13.43           13.43
                                                  TOT         P1                      13.43          689.65
                                             ** JOB TOTALS **               **        13.43  **      689.66  **

                                                                                                           STATE
  SE 61ST-SE 62ND AVE. PTLD      CONT NO       FA PROJ NOS SOS 601005 100            272.33CR        272.33CR
                                 326    1941      296      00 N 9                    272.33          272.33
                                 326    1941      298      00 N 9                     50.50           50.50
                                 326    1941      901      00 P 1                     23.16           23.16
                                 326    1941      911      00 P 1                     12.14           12.14
                                 326    1941      920      00 P 1                    231.60          231.60
                                 326    1941      923      00 P 1                    317.40          317.40
                                                  TOT         P1
                                             ** JOB TOTALS **               **       317.40  **      317.40  **

                                                                                                           STATE
  HASSALO ST INTERSECT. NE 68    CONT NO       FA PROJ NOS SOS 601006 100    52.78     90.65           90.65
                                 326    1942      901      00 P 1            315.16    315.16          315.16
                                 326    1942      905      00 P 1                      12.14           12.14
                                 326    1942      920      00 P 1                     185.28          185.28
                                 326    1942      923      00 P 1                     603.23          603.23
  X                                               TOT         P1            367.94
                                             ** JOB TOTALS **               367.94 **  603.23  **      603.23  **

                                                                                               00          STATE
  N OSWEGO AVE-N BURR AVE        CONT NO     * FA PROJ NOS M   956001 100               1,244.87     53,527.33CR
                                 326    1943      296      00 N 9                                 48,072.20
                                 326    1943      298      00 N 9                   1,244.87CR     5,455.13
                                 326    1943      299      00 N 9                                 41,162.13
                                 326    1943      901      00 P 1                                  1,477.13
                                 326    1943      901      00 N 1                                    178.64
                                 326    1943      902      00 P 1                                  5,676.26
                                 326    1943      905      00 P 1                                  1,112.61
                                 326    1943      906      00 P 1                                    820.16
                                 326    1943      910      00 P 1                                  2,032.37
                                 326    1943      911      00 P 1                                  2,958.40
                                 326    1943      912      00 P 1                                    125.00
                                 326    1943      913      00 P 1                                    448.92
                                 326    1943      914      00 P 1                                    279.66
                                 326    1943      920      00 P 1                                    289.28
                                 326    1943      921      00 P 1                                    239.76
                                 326    1943      923      00 P 1                                      9.74
                                 326    1943      923      00 N 1                                    481.36
                                 326    1943      924      00 P 1                                    155.17
                                 326    1943      950      00 P 1
```

OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

8472

ODOT - METRO
APR 3 1979
AM PPS abg FILE T/A

4-3-79

DON ADAMS
PROJECT DEVELOPMENT MANAGER
ODOT METRO
5821 NE GLISAN
PORTLAND OR 97213

RE: SOSR Projects - City of Portland

Dear Mr. Adams:

We have reviewed our SOSR projects and find that at present:

1. The project "SE 142nd Bridge over Johnson Creek" has received a favorable bid and is presently under construction.

2. The projects "N Hunt Reconstruction, Newman to Woolsey Avenue, N Bryant Improvement, Delaware to Greeley Avenue, and NE 67th and Hassalo, corner cutback" has been sent to the State for bidding. Two of these projects are estimated higher than originally anticipated and one lower. They should be let for bids in late June or early July 1979.

3. The project "SW 9th Place to 8th Avenue" is being prepared to go to the State for bidding. Its latest estimate is slightly higher than anticipated. It will probably be let for bidding by ODOT in late July 1979.

4. The project "SE Woodward Reconstruction, 61st to 62nd Avenues" has been dropped (see letter to Bothman, 2-12-79).

5. The project "NE Emerson Reconstruction, 45th Place to 46th Avenue" is about to be dropped because of significant unanticipated storm water disposal costs.

Based on this information and barring any significant cost overruns, it is anticipated that the City of Portland will not overrun its SOSR allocation. After the above mentioned projects have been put to contract, we will be much better able to define our funding status, and identify any surplus SOSR funds that may exist within our allocation. If you have any questions concerning this matter, please call Dave Hill at 248-4643.

Sincerely,

John M. Lang

John M. Lang, Chief
Bureau of Street and Structu

LDH:mmc

PROJECT MANAGEMENT
1979

From Metro Jon Rose Date 4/3/79

To Jerry Wimer

[✓ Program Mgmt] Traffic Region 1

Comments: Here is Portland's plan for proceeding with SOSR projects. Items 4 & 5 should not be cancelled until replacement projects have been identified to hold the money.

Jon Rose

8972

Salem, Oregon 97310

Attention: Right-of-Way Section

3-5-79

2026

Subject: Federal Aid Project No. S.O.S.-2601(6)
Project Name N. E. 67th Ave. and N. E. Hassalo

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 5th day of March, 1979

City of ____________________

Certified By:

Regional Right-of-Way Supervisor
Date May 4, 1979

Connie McCready
Commissioner of Public Works

____

Instructions: Complete A or B and C.
R/W File No. __________
Rev. 1/76

March 28, 1978

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

Attention: George Yerkovich
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. 6453

Gentlemen:

Attached for your records are two fully executed copies of an agreement for construction of the Newman Avenue-Woolsey Avenue Section of North Hunt Street in Portland.

Also attached are two fully executed copies of an agreement for construction of the S.W. 9th Place-S.W. 8th Avenue Section of S.W. 9th Drive in Portland.

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Attachments

bc Don Harwell (Agreements attached)

March 28, 1978

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

Attention: George Yerkovich
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. 6457

Gentlemen:

Attached for your records are fully executed copies (2 each) of agreements which cover the construction of the following projects:

1) Johnson Creek Bridge Section of S.E. 142nd Avenue
2) Greeley Avenue-Delaware Avenue Section of North Bryant Street
3) N.E. 67th Avenue and N.E. Hassalo Street Section

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachments

bc Don Harwell (Agreements attached)

March 28, 1978

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

Attention: George Yerkovich
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. 6454

Gentlemen:

Attached for your records are fully executed copies (2 each) of agreements which cover the construction of the following projects:

1) Johnson Creek Bridge Section of S.E. 142nd Avenue
2) Greeley Avenue-Delaware Avenue Section of North Bryant Street
3) N.E. 67th Avenue and N.E. Hassalo Street Section

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Very truly yours,

C. W. Hood
COMMISSION SERVICES

dda
Attachments

bc Don Harwell (Agreements attached)

8972 3-17-78

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO
SOS-2601(3)

STATE PROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80210

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED 3-17-78	DATE AUTHORIZATION EFFECTIVE 3-17-78	FEDERAL ROUTE NUMBER Non Federal-aid STATE ROUTE NUMBER City Street

GENERAL LOCATION:
"Greeley Avenue - Delaware Avenue (Portland) Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering, Right of way, Grade and Pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION, TEC $11,000 Federal funds $9,430
☐ OTHER (Specify)

* Federal participation is limited to that right of way actually incorporated in the final location.

* TEC NTE $8,000, Fed.funds $6,860
☒ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

3-24

REMARKS

As requested in Mr. Swan's 3-10-78 letter I concur that the subject project is a non major action as set forth in FHPM 7-7-2, paragraph 10e.

Also, as requested in Mr. Swan's 3-10-78 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $55,200, Federal funds $47,350 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appropriations Act of 1977 apply to the construction phase of this project.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-17-78		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—626-787

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

3-15-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

8972

FEDERAL AID PROJECT NO.: S-2601(2)

STATE PROJECT NO.: See Below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 80209

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED: 3-15-78

DATE AUTHORIZATION EFFECTIVE: 3-15-78

FEDERAL ROUTE NUMBER: Non Federal-aid

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:

"N. Newman Avenue - N. Woolsey Avenue (Portland) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, Grade and Pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION: ~~XXXX~~
Including utility preparatory work
☐ OTHER (specify) TEC NTE $7,000, Federal funds $6,000

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
F. B. KLABOE

REMARKS As requested in Mr. Swan's letter of 3-10-78 I concur that the subject project is a non major action as set forth in FHPM 7-7-2, paragraph 10e.

Also, as requested in Mr. Swan's 3-10-78 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $32,100, Federal funds $27,540 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appropriations Act of 1977 apply to the construction phase of this project.

Swan
3-20

DATE: 3-15-78

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8972

THE CITY OF
PORTLAND
OREGON

OFFICE OF
CITY AUDITOR
GEORGE YERKOVIC
CITY AUDITOR

1220 S.W. FIFTH AV.
PORTLAND, OR 972

March 13, 1978

Mr. R. N. Bothman, Metropolitan Engineer
Oregon State Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

FILE 1-A

Attention: Jon Rose, Regional Federal Aid Engineer AM PPS

Dear Mr. Bothman:

Enclosed are quadruplicate copies of six contracts as listed:

(1) Ordinance No. 145273 - Design and construction of S. E. 142nd Avenue at Johnson Creek Bridge
(2) Ordinance No. 145274 - Design and construction of N. E. 67th Avenue at Hassalo Street
(3) Ordinance No. 145275 - Design and construction of N. Bryant Street from Greely Avenue to Delaware Avenue
(4) Ordinance No. 145276 - Design and construction of N. Hunt Street from Newman Avenue to Woolsey Avenue
(5) Ordinance No. 145277 - Design and construction of S. W. 9th Avenue from 9th Place to 8th Avenue
(6) Ordinance No. 145278 - Design and construction of S. E. Woodward Street from 61st Avenue to 62nd Avenue

Will you kindly have the proper persons sign all copies of the above and return two copies of each of the agreements to the Auditor, Room 202, City Hall, Portland, 97204. All copies have been executed by the City of Portland officials.

Thank you for your prompt attention to this matter.

...urs very truly,

...litor of the City of Portland

To: [redacted] WIMER	Date MARCH 16, 78
From: Jon Rose, METRO	
Program Mgmt. · Traffic · Region 1	

Comments: These six are all SOS projects. All have been signed by the City, all have approval of the Metro Administrator and returned for further action

Jon Rose

PROJECT MANAGEMENT
PME ☐ CCE ☐ ON ☐
LGE (VD) FAE ☐ OPE ☐
MAR 20 1978
File: ✓ PM FA
TAA Holmes LG CP

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

3-13-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

8972

FEDERAL AID PROJECT NO. SOS-2601(6)

STATE PROJECT NO. See Below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80214

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
3-13-78	3-13-78	Non-Federal-aid
		STATE ROUTE NUMBER
		City Street

GENERAL LOCATION:

"NE. 67th Avenue at Hassalo Street (Portland) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, Grade, drain and Pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION, TEC NTE $1,220 - Federal funds $1,045
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

3-14

REMARKS

As requested in Mr. Swan's 3-9-78 I concur that the subject project is a non major action as setforth in FHPM 7-7-2, paragraph 10e.

Also, as requested in Mr. Swan's 3-9-78 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $4,100, Federal funds $3,515 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appropriations Act of 1977 apply to the construction phase of this project.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-13-78		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—626-787

8972

-6

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 9, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 80214
Project No. SOS-2601(6)
NE 67th Ave. @ Hassalo St. (Portland) Sec.
Multnomah County

Attached is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the Oregon State Highway Division.

We request the following:

(1) Concurrence that the project falls in the classification of nonmajor action under the provisions of FHPM 7-7-2, para. 10s.

(2) Authorization to proceed with preliminary engineering all phases at an estimated total cost of $1,220 with an obligation of $1,045 in federal funds.

(3) Authorization for construction at an estimated total cost of $4,100 with an obligation of $3,515 in federal funds.

CL:ljt
Att.

cc: Max Klotz, Metro
Jon Rose, Region 1
Harold Reynoldson

No Adv. Dep.

Budget Bureau No. 41-R2067; A

U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

March 9, 1978

FEDERAL-AID PROGRAM DATA

(PPM 21-7)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
		City St., N.E. 67th Ave. (Portland)		DHV 30 250	N/A	98	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR. (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
	PE, G-Dr-HT Pave								SOS-	2601

CARD

CLASS OF FEDERAL FUNDS: Safer Off-System Roads

COUNTY NAME: Multnomah

CODE: 051

NAME OF URBAN AREA 17-31: Portland

ROUTE NO. N

FEDERAL-AID: Non (32)

STATE: City St. (36) (37)

U.S.

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			0.03	1,220	1,045	--	175 (City)
5					**ROW**							
5					**CONST** (CODE) 6201		"NE 67th Ave. @ Hassalo St. (Portland) Section"	0.03	4,100	3,515	--	585 (City)

CARD 1	CODE 1	PREPARED BY		PROJECT TOTALS	0.03	5,320	4,560	--	760 (City)
1	14	PROGRAM APPROVAL DATES	CL			(16) (23)	(24) (31)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

March 9, 1978

CT LOCATION (45 typewriter spaces) ty St., N.E. 67th Ave. (Portland)	**ADT**	PRESENT DHV 30 250	FUTURE N/A	YEAR 98	REGION 10	STATE NAME Oregon	STATE CODE 41	APP'N CODE 680
								ITEM NO. 8021A

ORK (35 typewriter ve	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) SOS-	NUMBER 2601	SEQ. NO. (6)	I. Projects Only POST MI.	DESIG.

Safer Off-System Roads

Portland

COUNTY NAME Multnomah		CODE 051	PROGRAM STAGE ☐ 1 OR ☐ 2
ROUTE NO. N	FEDERAL-AID Non	STATE City St.	U.S.

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		"NE 67th Ave. @ Hassalo St. (Portland) Section"	0.03	1,220	1,045	--	175 (City)	ROW - 50' minimum; Access Control-none; Parking Restrictions-none.
OW								
ONST ODE) 6201			0.03	4,100	3,515	--	585 (City)	
		CL PROJECT TOTALS	0.03	5,320	4,560	--	760 (City)	

ROVAL DATES

REMARKS

-Over-

N.E. 67TH AVE. @ HASSALO STREET (PORTLAND) SECTION

PROJECT NO. SOS-2601(6)

Existing Facility: 28' AC surfaced roadway

Adjacent Sections:

S. End---28' AC surfaced curbed roadway.
N. End---28' AC surfaced curbed roadway.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Reconstruct the 67th Avenue and Hassalo Street intersection to increase sight distance and improve the turning radius which work consists of grade, drain, pave, construct curbs and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project under the provisions of para. 10e.

FHPM 7-7-5 Requirements:

(a) Public Hearings---Not required under Oregon Action Plan.
(b) Location/Design---Not a factor in the development of this project.

Note: (1) This project is in Congressional District No. 3.
(2) Included in CRAG FY '78 TIP/AE #196.

DATE: December 1, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Fiscal Year 1978 SOS-R Fund Allocation
Proposed Safer Off-System Roads Projects

ccpt 6
pla
SP.

On the consent calendar for the December 15 meeting will be a tabulation showing the distribution of fiscal year 1978 Safer Off-System Roads funds. The allocation has been computed in accordance with the federal requirements and a formula developed in cooperation with the League of Oregon Cities and the Association of Oregon Counties.

Also on the consent calendar will be twenty-five requests for approval of SOS-R projects. These projects are divided into three groups and are summarized as follows:

GROUP I-PORTLAND URBANIZED AREAS

Nine requests totaling $395,900 have been received for projects in the Portland Urbanized Area. City of Portland is requesting seven projects totaling $250,500. Tualatin's request is for a $70,400 project, and Multnomah County is requesting a $75,000 project.

GROUP II-CITIES UNDER 50,000 POPULATION

Requests totaling $672,000 have been received for projects in eight cities. Cave Junction's request is for a $75,000 project, Depoe Bay - $75,000, Florence - $75,000, Hermiston - $170,000, Rainier - $50,000, Rogue River - $114,000, Sweet Home - $38,000, and Veneta - $75,000.

GROUP III-COUNTIES, ROAD DISTRICTS, & INDIAN RESERVATIONS

Eight requests totaling $1,465,000 have been received from various counties for projects. Baker County is requesting a $134,000 project, Clackamas County - $251,000, Columbia County - $250,000, Douglas County - $270,000, Harney County - $103,000, Klamath County - $165,000, Morrow County - $102,000, and Union County - $190,000.

Federal Safer Off-System Roads funds for these projects are estimated at $2,044,990, with the local entities of government providing approximately $487,910 in match funds.

These projects have been reviewed, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Att.
GEZ:lml

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
John Sheldrake
A. Shirley, Jr.
C. M. Williams
W. E. Schwartz
D. N. Harvell
George Bell

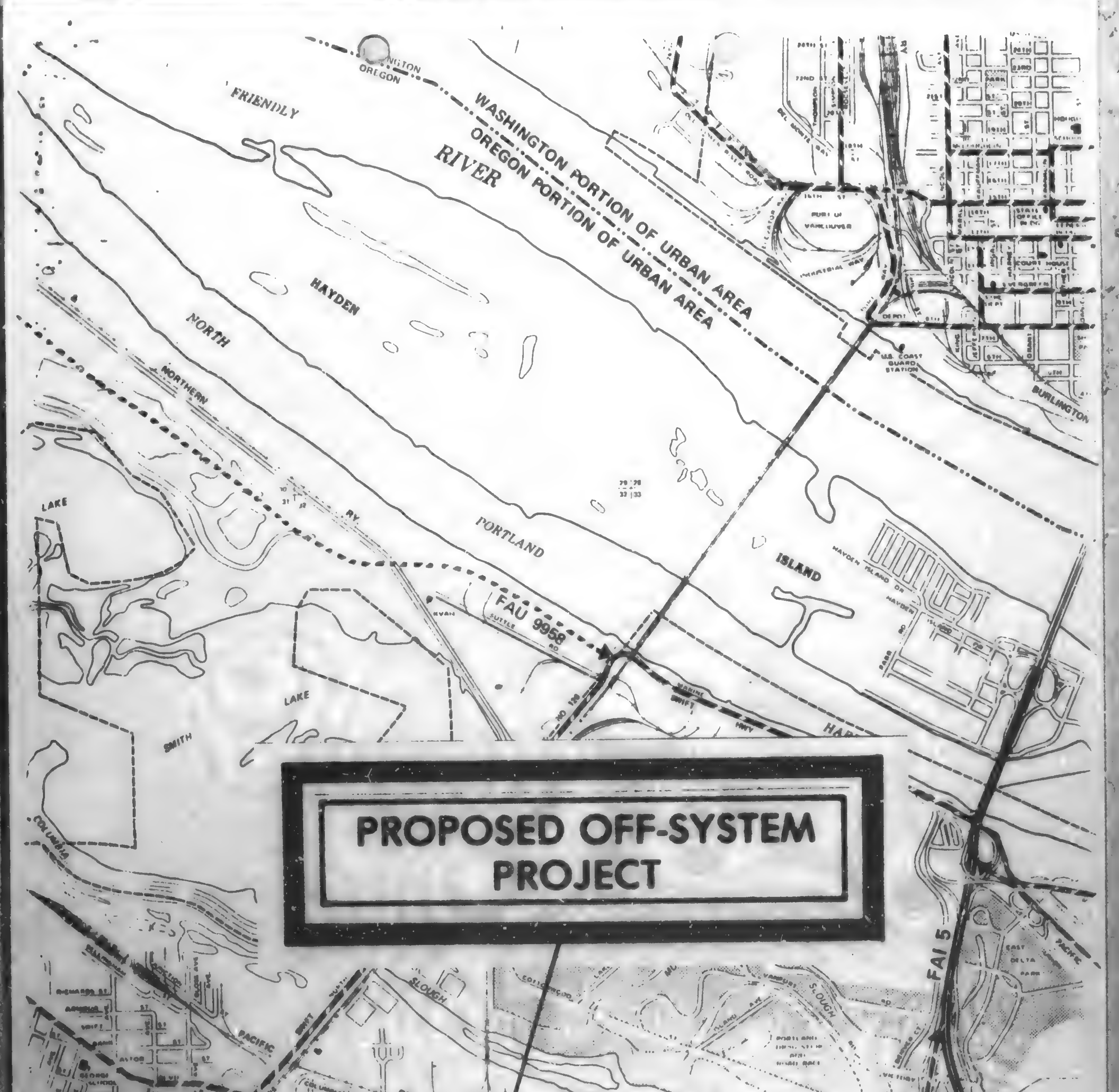
CITY OF PORTLAND
Proposed SOS-R Project

Newman Avenue-Woolsey Avenue Section
N. Hunt Street
Grade, Pave, Sign and Stripe
0.13 miles
$39,000

This project consists of providing a 36-foot curbed street section on N. Hunt Street, including sidewalks and drainage.

City will perform preliminary and construction engineering.

77-b
11/29/77


WASHINGTON
OREGON
WASHINGTON PORTION OF URBAN AREA
OREGON PORTION OF URBAN AREA
FRIENDLY
RIVER
HAYDEN
NORTH
PORTLAND
ISLAND
NORTHERN
RY
LAKE
SMITH
LAKE
COLUMBIA
SLOUGH
PACIFIC
PORT OF VANCOUVER
U.S. COAST GUARD STATION
BURLINGTON
HAYDEN ISLAND DR
EAST DELTA PARK
FAU 9958
FAI 5
FAU 9956
FAU 9979
FAU 9975
FAU 9971
FAU 9947
FAU 9361
FAU 9972
FAU 9965
FAU
UNIVERSITY PARK
PORTSMOUTH MIDDLE SCHOOL

PROPOSED OFF-SYSTEM PROJECT

CITY OF PORTLAND
Proposed SOS-R Project

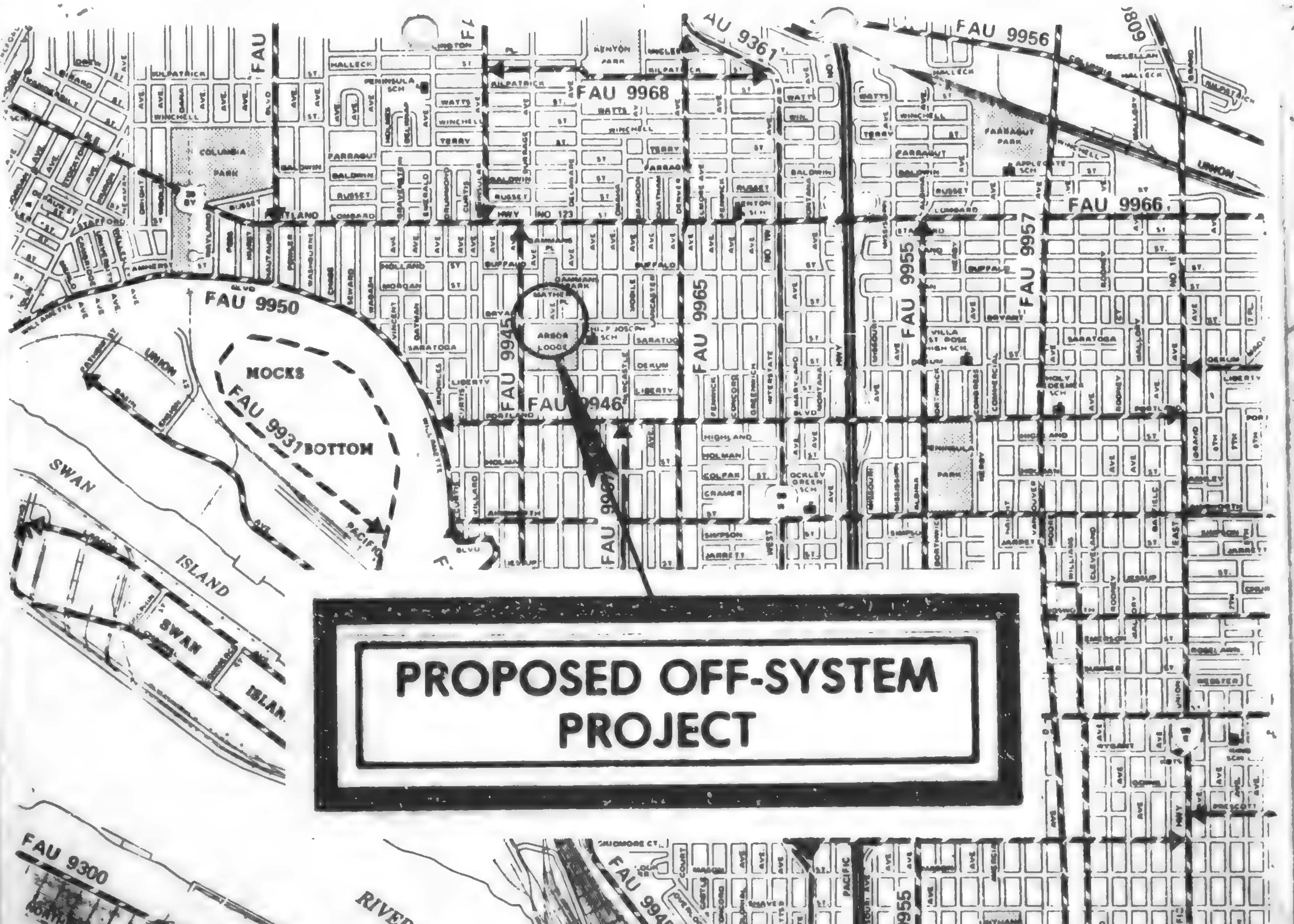
Greeley Avenue-Delaware Avenue Section
N. Bryant Street
Grade, Pave, Sign and Stripe
0.14 miles
$74,000

This project consists of upgrading a 720-foot segment of N. Bryant Street. A 36-foot curbed section will be constructed utilizing existing curb on south side. Sidewalks and drainage will be included.

Construction easements will be required and their cost will be included as a participating item of the project.

City will perform preliminary and construction engineering.

77-b
11/29/77


PROPOSED OFF-SYSTEM PROJECT
ARBOR LODGE
FAU 9968
FAU 9361
FAU 9956
FAU 9966
FAU 9950
FAU 9945
FAU 9965
FAU 9946
FAU 9955
FAU 9957
FAU 9937
MOCKS BOTTOM
SWAN ISLAND
RIVER
FAU 9300
FAU 9302
FAI 505
FAU 9298
FAU 9296
FAU 9305
FAU 9340
FAU 9317
FAU 9022
FAI 405
FAU 936
FAU 9921
FAU 9922
FAU 9809
FAU 9903
FAU 9923
FAU 9902
FAU 9305
UNION

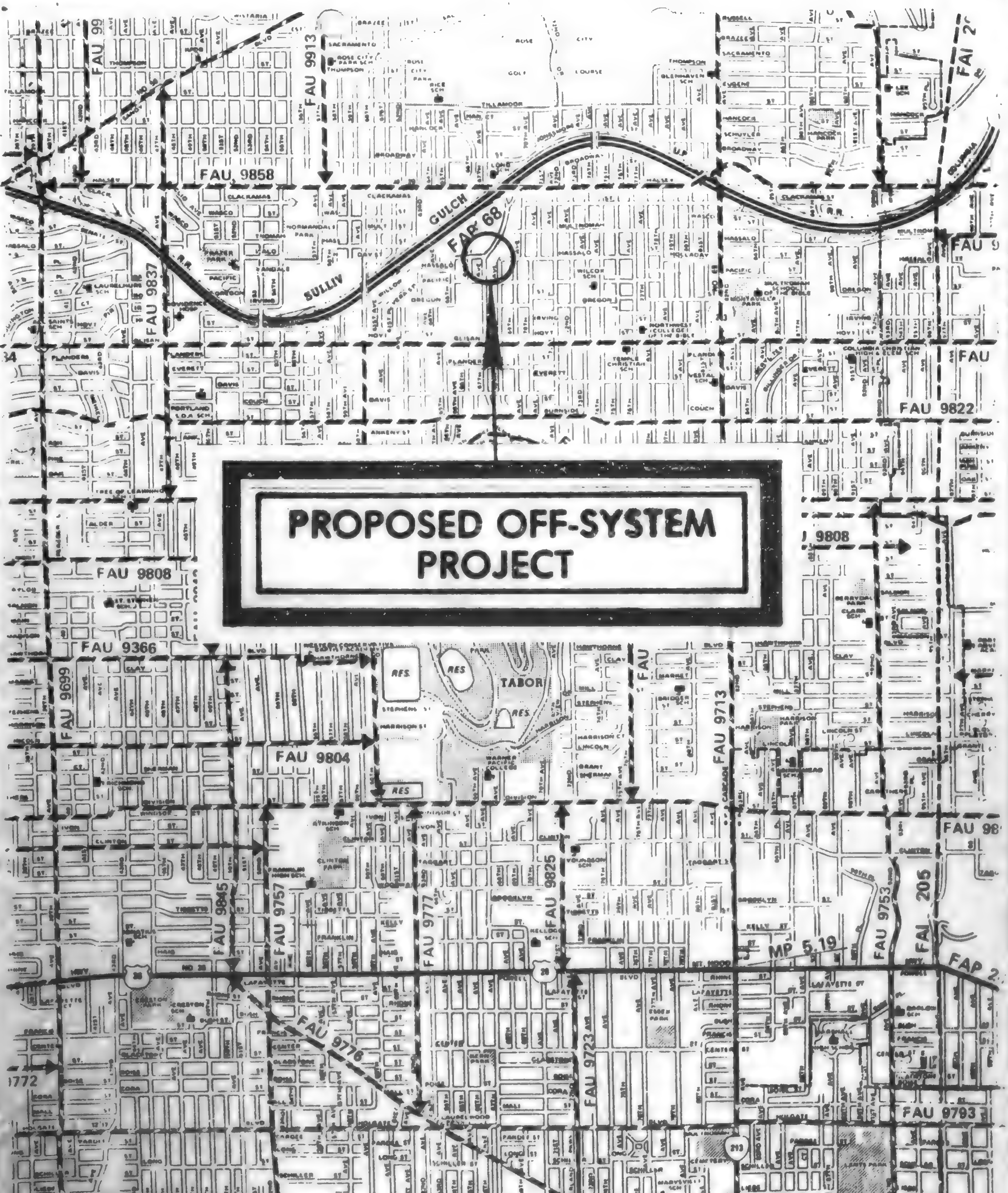
CITY OF PORTLAND
Proposed SOS-R Project

N.E. 67th Avenue and N.E. Hassalo Street
Grade, Pave, Sign and Stripe
$5,300

This project consists of reconstructing the 67th Avenue and Hassalo Street intersection to increase sight distance and improve the turning radius.

City will perform the preliminary and construction engineering.

77-b
11/29/77


PROPOSED OFF-SYSTEM PROJECT
FAU 9858
FAU 9913
FAU 9837
FAP 68
SULLIVAN GULCH
FAU 9822
FAU 9808
FAU 9366
FAU 9699
FAU 9804
FAU 9713
TABOR
FAU 9845
FAU 9757
FAU 9777
FAU 9825
FAU 9753
FAI 205
MP 5.19
FAP 2
FAU 9776
FAU 9723
FAU 9793
9772
9768

8972

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

FRc ion Hassalo Street Intersection
Highway Northeast 68th Avenue
County Multnomah

Date September 27, 1977
Authorization No. 1
Survey Prefix 326-1942
(Assigned by Salem office)

Description of termini, route, length, etc.:

Intersection of 68th and Hassalo is located between Northeast Glisan and Northeast Halsey. The length of the survey is 200 lin. feet.

RECEIVED
MAR 15 1978
ACCTG. CONTROL

Proposed:

Vacate and close Hassalo Street; construct new pavement, curbs, and drainage through intersection.

Purpose of survey:

City to perform field survey, prepare plans, specifications, and estimate.

P

State to monitor PE, review plans, and complete PS & E.

S23-2601(6)
3-15-78

SOSR
Category III

		Estimate of Cost
Field Survey	(901)	100
Citizen Participation	(902)	
City or County	(903)	4,900
Consultant	(904)	
Final Design	(905)	200
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	100
Environmental	(923)	
Planning	(924)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey $5,300
Previous authorization
Additional authorization requested
Additional authorization approved (Salem)
Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey

Request made by:
P. T. Ewen, Metro Location Engineer

Recommended for Approval:
M. J. Klotz, Metro Technical Services Engineer

SP*23604-734

Recommended for Approval:
Location Engineer

Approved:
Tech. Serv. Engr.

N H

8972

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section N.E. 67th and Hassalo Street Intersection Reconstruction Date September 13, 1977

Highway Northeast 67th Avenue County Multnomah

Existing Facility

Access control? None parking restrictions? None
Airport within 2 miles? None name
Water development in the area? None
Recreation areas None
Historical areas None

Roadway: no. lanes 2 paved parking ?
pavement width 28

Structures: MP description
None

Signals: location None

Descriptions of adjacent sections

N end: 2 lanes with parking on west side only 28'
S end: 2 lanes with no parking restrictions

Railroad crossings None

Name of railroad no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

July 25, 1977

Salem, OR 97310

[illegible]
E. S. HUNTER

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Statewide Assessment
Safer Off System Road Projects:

1. S.E. Woodward from 61st to 62nd Avenues
2. S.W. Ninth Drive from Ninth Place to Eighth Avenue
3. N. Bryant St. from Delaware to Greeley
4. N. Hunt St. from Newman to Woolsey
5. N.E. Emerson St. from 45th to 46th Place
6. S.W. 142nd Ave. Bridge over Johnson Creek
7. N.E. 67th Avenue and Hassalo Street

RECEIVED
STATE HWY ENGR
JUL 22 '77
REFER TO
FOR
Info | Invst | R/D | D/R | Sign | Act | File

The above seven projects are submitted by the city of Portland to be funded under the Safer Off System Road Projects program.

The first five projects consist of upgrading unimproved city streets by installing curbs, sidewalks, drainage facilities, and overlays or new pavement where necessary.

The Southeast 142nd Avenue Bridge over Johnson Creek project will replace an old timber deck and wooden guardrails with reinforced concrete. In addition, the existing steel stringers, which span the creek, as well as the concrete abutments which support them will be refurbished.

The intersection at Hassalo and 67th Avenue would be reconstructed. The section of Hassalo between 67th and 68th avenues is presently unused and will be formally vacated by this project; a curb will be constructed across the existing curb break. The project will also improve a dangerous curve at this intersection by reconstructing the curb radius on the eastside of 67th Avenue from 23 degrees to 200 degrees. The existing curve has resulted in a history of head-on collisions because people exceeding the posted rate of speed are unable to remain in their own lane in an area where there is poor sight distance from the opposing direction.

These projects have been assessed for their potential impact on the quality of the human environment. No right-of-way will be required, and no foreseeable alterations adversely affecting the environment are expected to occur. It is recommended that these projects be considered non-major actions to be included under the Statewide Safety Assessment.

GAP:cjh

cc: E. S. Hunter ✓
D. E. Swan
Don Trout
L. E. George
R. N. Bothman
Jef Kaiser

8972

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

ME PE PR1 PR2 DE
E
O.S.H.D. - METRO
JUL 19 1977
OE FILE T/A

NOTED
JON ROSE

July 15, 1977

Mr. Jon Rose
Oregon State Department of Transportation
5821 NE Glisan Street
Portland OR 97213

Dear Jon:

Attached is a revised page one for the Federal Aid Project Request for the 67th and Hassalo SOSR project. The revision consists of removing right-of-way acquisition for potential future sidewalks from this project request.

If you have any questions regarding this, please contact Steve Riddell at 248-4347.

Sincerely,

John M Lang

JOHN M. LANG, CHIEF
Bureau of Street & Structural Engineering

STR:lr

Attachment

cc: Jef Kaiser, ODOT w/ Attachment
Bill Pettis, CRAG w/ Attachment
Don Dietrich w/ Attachment
Steve Riddell

FEDERAL AID PROJECT REQUEST

Date June 15, 1977

Applicant Agency City of Portland, Oregon

Request for: Off-System X , FAS-C____, FAUS____ Project

Federal Aid Route No.________ Route Name________

Project Name NE 67th and Hassalo Street Intersection Reconstruction

Project Length 150 Project Location (Attach sketch map)

Project Description Vacate Hassalo Street from 67th to 68th Avenues, construct curb on east side of 67th Avenue, move inlet, reconstruct paving in intersection. New 200 foot curb radius will increase sight distance and provide a long enough radius for vehicles to stay on their side of the street.

Average Daily Traffic 250 VPD Design Speed 25 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 28 feet Travel Lanes 2 Shoulders________

Medians None Parking Both Sides

Sidewalks 5 Foot on West Side, 5 Foot on East Side South of Hassalo

Remarks West Curb Radius is 53 feet; Hassalo East of 67th Avenue is impassable. . East edge of pavement radius is 25 feet.

2. Desired Roadway Cross Section: (Attach sketch)

Width 28 - 38 Travel Lanes 2 Shoulders________

Medians None Parking________

Curbed Across Vacated Hassalo Length Curb Radii 200 Feet on East Side
53 Feet on West Side (Same)

Sidewalk/Bikeway________

Remarks
200 foot curb radius will increase sight distance and provide a long enough radius for vehicles to stay on their side of the street.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 50 Feet Minimum 50 Feet Maximum 50 Feet

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes________ No X

3. Will additional right-of-way be needed? Yes________ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes________ No X
Remarks________

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? Include in Project

4. **Permanent Striping:**

Include in project or by applicant? Include in Project

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

175

2 Mercury Vapor 175 Watt on Wood Poles Leased From Electric Utility

2. **Proposed Illumination:**

Location Same

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location None

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. **Proposed Structure:**

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired: ______

Are any utilities to be attached to structure? ______

Are provisions for illumination desired? ______

Are there any unusual or complicating conditions? ______

Remarks ______

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad ______
   Existing Crossing Protection ______

2. Will existing railroad crossing be altered? ______

   Remarks ______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	GLEN R. PIERCE - DEPARTMENT OF PUBLIC WORKS Office
2.	Environmental	GLEN R. PIERCE - DEPARTMENT OF PUBLIC WORKS Office
3.	Public Hearing	GLEN R. PIERCE - DEPARTMENT OF PUBLIC WORKS Office

Remarks ______

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State ______ Consultant ______

2. Project construction engineering to be performed by:

Applicant X State ________ Consultant ________

3. Will applicant perform any work prior to or after award of contract?
Yes ________ No X
If "yes," describe briefly: ________

4. Applicant's estimate of cost for requested project:

Roadway Work	.41 $ 4,100
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other ________	
Preliminary engineering	1,200
PROJECT TOTAL	$ 5,300

Remarks ________

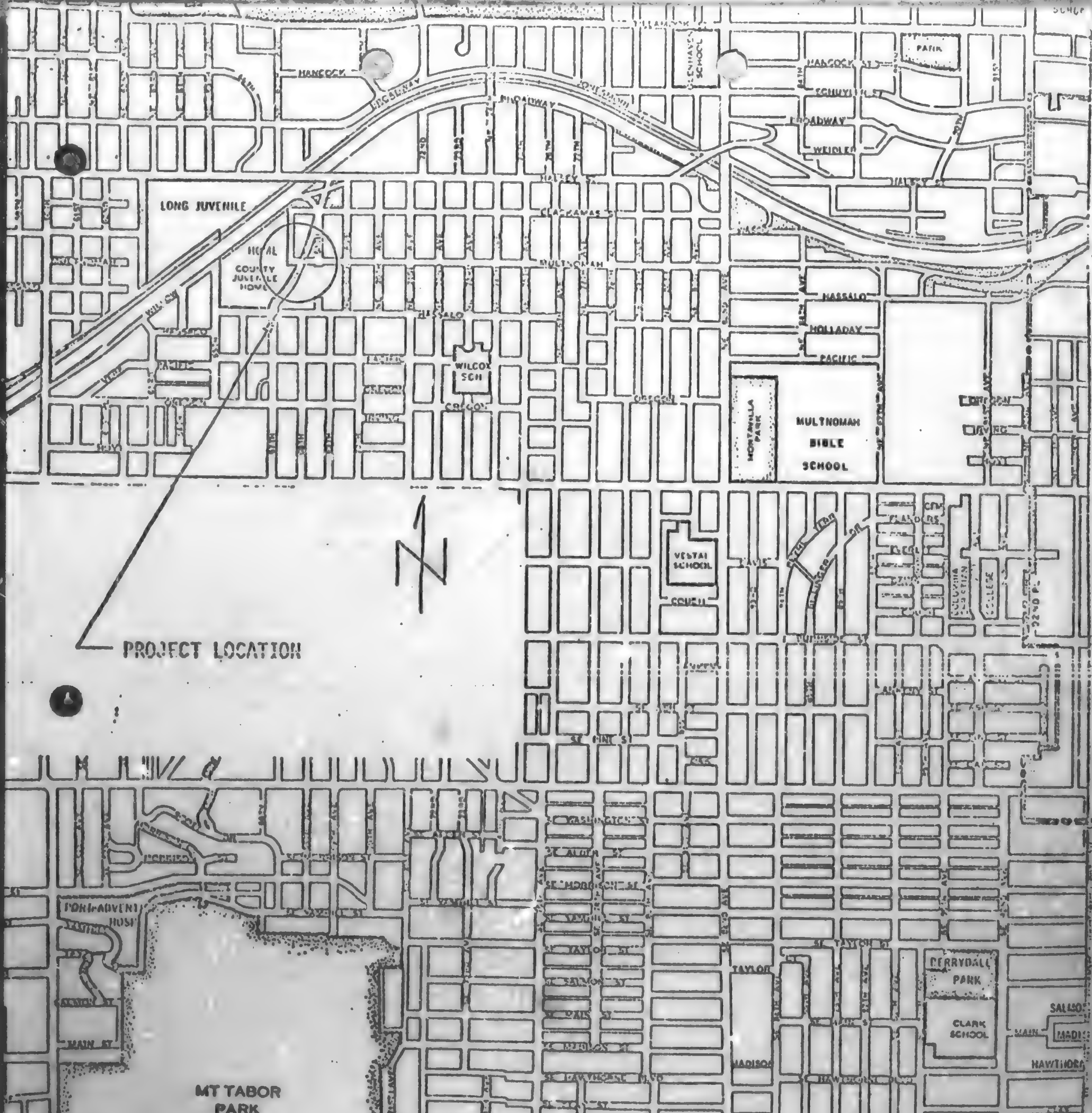
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland and/or ________ COUNTY

By ________ By ________

By ________ By ________
Chief, Bureau of Street & Struct. Engr.

By ________



HANCOCK
BROADWAY
HANCOCK ST
SCHUYLER ST
WEIDLER
HALSEY ST
GLENHAVEN SCHOOL
PARK
LONG JUVENILE
HOME
COUNTY JUVENILE HOME
CLACKAMAS
MULTNOMAH
HASSALO
HOLLADAY
PACIFIC
WILCOX SCH
OREGON
IRVING
MONTAVILLA PARK
MULTNOMAH BIBLE SCHOOL
N
PROJECT LOCATION
VESTAL SCHOOL
DAVIS
COUCH
FLANDERS
COLUMBIA CHRISTIAN COLLEGE
BURNSIDE ST
SE PINE ST
WASHINGTON
SE ALDER ST
SE MORRISON ST
SE YAMHILL ST
PORTLAND ADVENT HOSP
TAYLOR ST
SE TAYLOR ST
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SALMON
MAIN ST
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MADISON
HAWTHORNE BLVD
HAWTHORNE
BERRYDALE PARK
CLARK SCHOOL
MT TABOR PARK
BRIDGER SCHOOL
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SE MILL ST
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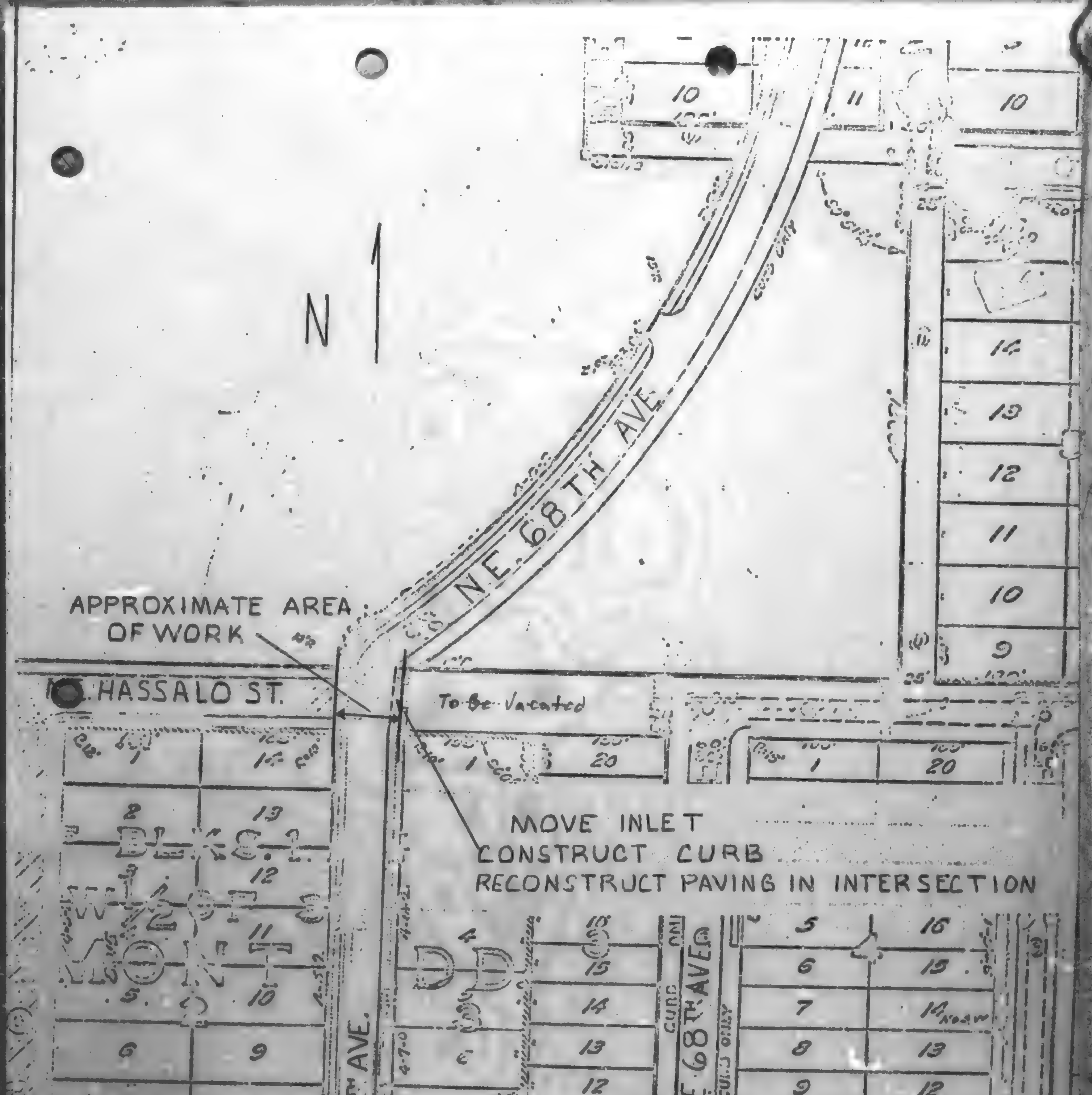
SE GRANT ST
WARNER PACIFIC COLLEGE
PARK
BINNSMEAD SCHOOL



APPROXIMATE AREA OF WORK

MOVE INLET
CONSTRUCT CURB
RECONSTRUCT PAVING IN INTERSECTION

N
NE 68TH AVE
NE HASSALO ST.
To Be Vacated
NE 67TH AVE.
NE 68TH AVE
PACIFIC
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13

1979 Nelson Pt. Interch. 8973
Old Oregon Trail. S.E. of
Baker. (Gr., pav. & Sign.)

C&A 6948 4-5-79

C&A 6763 10-5-78

8973

1-84

ROAD DESIGN SECTION 378-6558

May 24, 1983

R. D. Hector
Region 5 Engineer, La Grande

W. H. Wakerlig
Right of Way Descriptions Supervisor

Nelson Point Interchange Section
Old Oregon Trail Highway
Baker County

____ Ventsos ____
____ Anderson ____
____ Adams ____
____ Macnab ____
____ Stoudenmeyer ____
____ Turpin ____
____ Trost ____
____ Wakerlig ____

RECEIVED
MAY 25 1983
ROAD DESIGN
SECTION

Do Not File ☐
Return To ____
Bring Up ___/___/___
Action ____

We are forwarding herewith a reproducible map (8B-30-4) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

[illegible]

[illegible] L. Benn
Sr. Designer Draftsman

[illegible]

Attachment

8973

L.

May 14, 1981

Seaboard Surety Company
Seattle-First National Bank Bldg.
1001 - 4th Avenue
Seattle, WA 98154

CON 5
#8973

Gentlemen:

A post-final payment for $150.00 will be made to Baker Redi-Mix, Inc. on Contract No. 8973 for work on the [illegible] Point Interchange Section of the Old Oregon Trail in Baker County as soon as the warrant is prepared.

The total amount paid on this contract will be $441,740.07 including the post-final payment. Of the total $1,367.32 is for force account.

Sincerely,

Robert W. [illegible]
CONSTRUCTION SERVICES

jlm
cc: Baker Redi-Mix, Inc.
[illegible]
Baker, OR 97814

bc: C. T. Massey
Walt Hart
W. L. Schwartz

NOTED ON [illegible]
JS 5/14/81

2-3-81

cy: State (H S Coulter)

#8973

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Baker	DIVISION Oregon
DATE OF REPORT 2-3-81	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. I-84-7(2)328
COMPLETION DATE 5-29-80	ACCEPTANCE DATE BY CONTRACT AGENCY 9-26-80	TIME ELAPSED $\frac{217}{220}$ = 98.6 %	CONTRACT TIME 220 calendar WD
APPROVED EXTENSIONS None	LOCATION Approximately 25 miles southeast of Baker, in Baker County, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NELSON POINT INTERCHANGE
OLD OREGON TRAIL
Grading, Paving & Signing

This project provided for the construction of an eastbound off-ramp and a west bound on-ramp at this interchange.

The final cost of the original contract items was $430,365.99. This amount is a 4.2 percent underrun of the original contract amount of $448,427.50. The final cost of the project including engineering and all changes was $493,267.35.

All participating work is complete.

A final inspection of the completed work was made on August 20, 1980.

A seal coat was placed over the completed paving under Price Agreement No. 4. The work was considered to be non-participating for federal aid and is so indicated in the final progress estimate.

RECEIVED
STATE HWY ENGR
FEB 9 '81
REFER TO Kersey
FOR

Cy to 2-9-81

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter	SIGNATURE ~~Original Signed by D. B. Carter Area Engr.~~ Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer DATE 2/6/81	TITLE Field Operations Engineer DATE 2/6/81

FORM FHWA-1446 B (12-73) FORMERLY PR-336

Previous Editions of PR-336 Will Not Be Used.

8973

1 [illegible] RECEIVED [illegible]
2 Jacobs [illegible] Berg
3 Hopkins DEC 2[illegible]980 5 Inkes
Williams Widmer
Johnson CONSTRUCTION Gilbert
4 Gum BRANCH

E. G.

CONSTRUCTION NARRATIVE REPORT

1-15-81
cy Kearsey.
What [illegible] re MBE comments?
JSC

roject: Nelson Point Interchange
ighway: Old Oregon Trail
ounty: Baker
ontractor: Baker Redi-Mix, Inc.

Contract: 8973
Prefix: 601-1002
FA # I-84-7(2)328
Resident: Schlieski

This project consisted of the construction of an eastbound off-ramp and a westbound on-ramp being added to the Nelson Point Interchange.

ading Work: The grading work was done by the prime contractor, Baker Redi-Mix, Inc, and the progress and workmanship was generally good. They did encounter large rocks and boulders that had been previously placed as random fill in the area where the ramps were now being constructed. Rocks too large to incorporate in the work were wasted in the disposal area shown on the plans.

C Extension: Foundation work for the RCBC extensions required the subexcavation of 3 - 4 feet of silty material and the placement of granular material selected from the excess general excavation.

ign Problem: The plans called for the tapering of the asphaltic concrete pavement, where the ramps meet the existing highway shoulders, from a 2" depth to nothing in 10'. It is very difficult if not impossible to build this taper with a class "B" AC commercial mix. There is 2000 linear feet of this type of taper. It is not feasible to hand rake the course material out of the mix for the area involved. In hindsight the existing highway shoulder should have been cut vertically at the edge of the travel lane and a full depth asphalt surfacing constructed.

ing: The project was ready for paving late in the fall of 79. We were in the position of either paving the ramps and opening the interchange to traffic in adverse weather conditions or leaving the interchange partially closed until the following spring when we'd have better paving weather. In the public interest it was decided to go ahead and pave. We had problems with temperature of the mix and surface temperature during laydown. This, along with gradation problems in the commercial mix, contributed to some raveling of the wearing course during the winter months.

Coat: In July of 1980 a seal coat was placed throughout the project to reduce the raveling, improve the tapered area onto the freeway, and extend the life of the pavement. This seal coat consisted of one shot of CRS-2 covered with 3/8"-#10 cover aggregate. The work looks good and did improve the tapered section onto the freeway.

ity
ontractor: A minority subcontractor constructed the type 2 fence, poured the type C curb, and completed the seeding and mulching. From the start it was obvious that the fellow didn't know what he was doing and didn't even have the proverbial shoestring to operate on. The prime contractor bought his materials, loaned him equipment rent free, and guaranteed or paid the minority's payroll. In general the prime was most cooperative.

NOTED
E. S. HUNTER

[illegible] Rd. Design & Br. Design

The fencing work is only adequate. Work of this caliber would very likely not have been accepted from an experienced contractor.

The curb work should not have been accepted - but we got tired of fighting with him. We did have approximately 100' of curb removed and repoured. There was a great improvement in workmanship and appearance over the first pour - but it is still substandard work.

Seeding and mulching work was done the hard way - but appears to have taken. Seed, fertilizer, and mulch were placed by hand and Baker Redi-Mix shot the tack coat to hold the straw mulch.

In general this experience with a minority contractor was not good. Both the contractor and this office spent an excessive amount of time and money trying to help this fellow completed his work.

I hope that I can be open-minded about minority contractors - but that project was a good example of what can be expected when inexperienced, unqualified work forces must be used by the contractor inorder to fulfill federal requirements. Irregardless of race, color, creed, sex, etc. a contractor should be qualified to do the work he contracts. The list of minority businesses contained in this project's special provisions was not sufficiently verified by the State. The contractor subcontracted with a minority business and then found out the minority couldn't do the work he'd contracted.

porary
tection
Direct:

The temporary protection and direction of traffic as set forth on the plans and in the special provisions was substantially followed and appears to have been adequate.

12-18-80

1 Versteeg ✓
Andersen
2 Christensen
Olsen
Sullivan copy
Turpin
Trout
Wakerlig

RECEIVED
DEC 30 1980
ROAD DESIGN SECTION

Do Not File
Return To
Entry ✓
Action

8973

files

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

10-1-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Elect., Inc. No. 8887	Cornelius Signal Project Washington County	September 4, 1980
Sims Elect. of Medford, Inc. No. 9039	S. 6th St. @ Gettle St. & Madison St. (Klamath Falls) Klamath County	September 4, 1980
Stillwell Const. Co. No. 9015	Portland-Idaho State Line 10 Counties	September 4, 1980
R.J.Taggart Const. Co. No. 9151	Bachelor Rock Production Deschutes County	September 5, 1980
Columbia West Materials & Constructors No. 8972	N. Newman Ave.-N. Woolsey Ave., N.Greeley Ave.-N.Delaware Ave. & N.67th @ NE Hassalo St.(Port.) Multnomah County	September 5, 1980
L. W. Vail Co. No. 9034	E.Newport Ave.-Umatilla-Stanfield Hwy. (Hermiston) Umatilla County	September 8, 1980
Ross Bros.Const.,Inc. No. 8941	Beaver Creek Bridge Coos County	September 11, 1980
Hamilton Elect., Inc. No. 8980	The Dalles-Calif. Hwy. @ O.B. Riley Rd. (Bend) Deschutes County	September 11, 1980
Continental Crushing & Leasing, Inc. No. 9049	Basque Rock Production Malheur County	September 17, 1980
Hamilton Elect., Inc. No. 8939	Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Klamath County	September 18, 1980
Seubert Excavators, Inc. No. 9120	White River Rock Production Hood River & Clackamas Counties	September 18, 1980
Sims Electric, Inc. No. 9027	Wallowa Lake Hwy. @ Grande Ronde Shopping Center (LaGrande) Union County	September 22, 1980
Hamilton Elect.,Inc. No. 9070	Pac. Hwy.W @ Springbrook St.(Newberg) Yamhill County	September 22, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Stukel Rock & Paving, Inc. No. 8986	The Dalles/Calif. Hwy.-S. 6th St. Klamath County	September 25, 1980
Baker Redi-Mix, Inc. No. 8973	Nelson Point Intchge. Baker County	September 26, 1980
Weaver Const. Co. No. 9024	Umatilla River (Main St.) Bridge (Pendleton) Umatilla County	September 30, 1980
Willamette-Western Corp. No. 8946	Pac. East (SE Grand Ave.) Multnomah County	September 30, 1980
Gaines Construction No. 9091	Eightmile Creek Bridge Morrow County	October 1, 1980
Columbia Pacific Construction, Co. No. 9023	Ash Creek Bridge Polk County	October 3, 1980
Douglas S. Coats Construction No. 8947	Deschutes River (Sherars) Bridge Wasco County	October 3, 1980
Eugene Sand & Gravel, Inc. No. 9044	6th St.-Territorial Hwy. (Veneta) Lane County	October 3, 1980
Hamilton Const. Co. No. 9080	S. Umpqua R. (Shady) Bridge, N. Bd. Douglas County	October 3, 1980
Continental Crushing & Leasing No. 9048	Seneca Rock Production Grant County	October 3, 1980

October 8, 1980

F C. T. Keasey
Asst. State Highway Engineer

8973

October 2, 1980

Seaboard Surety Company
Seattle-First National Bank Bldg.
1001 - 4th Avenue
Seattle, WA 98154

SOM 3
#8973

Gentlemen:

On October 1, 1980, we wrote to you concerning release of final payment on Contract No. 8973 awarded to Baker Redi-Mix, Inc. for work on the Nelson Point Interchange Section of the Old Oregon Trail in Baker County.

Final payment on this contract is $22,232.20 and the total contract amount is $441,399.07 including $1,567.32 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

[illegible]

cc: Baker Redi-Mix, Inc.
Star "E"
Baker, OR 97814

bc: C. T. Kenney
Walt Hart
W. E. Schwartz

8973

Report # 47 FINAL

L

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Nelson Point Interchange

WEEK ENDING: July 18, 1980

SECTION PREFIX: 601-1002

HIGHWAY: Old Oregon Trail

COUNTY: Baker

NAME OF JOB: Nelson Point Interchange

KIND OF WORK: Grading, Paving & Signing

CONTRACTOR: Baker Redi-mix, Inc.

CONTRACT NUMBER: 8973

FEDERAL AID PROJECT NUMBER: I-84-7(2)328

DATE OF CONTRACT: July 11, 1979

DATE WORK STARTED: July 24, 1979

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 220

CALENDAR DAYS USED 217

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED 99

PROJECT AUTHORIZATION: $ 512,370.22

EXCLUSIVE OF ENGINEERING: $ 471,741.74

ENGINEERING AUTHORIZATION $ 40,628.48

PERCENT OF CONTRACT COMPLETED BASE ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 471,741.74

ENGINEERING COST TO DATE $ 42,682.20

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99

This Week$ 350.00

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

PERCENT OF AUTHORIZATION 104 %

DATE PROJECT WAS COMPLETED: May 29, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.43	0.43			0.43
MILES PARTIALLY COMPLETED	0.43	0.43			0.43
MILES COMPLETED	0.43	0.43			0.43
TOTAL ESTIMATED QUANTITIES (CONTRACT)	22,170	9,850			3,000
TOTAL QUANTITIES CONDUCTED TO DATE	17,220	10,000			3,000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	17,220	10,000			3,000
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13		0		
MONDAY 14		0		
TUESDAY 15		0		
WEDNESDAY 16		0		
THURSDAY 17	Clear, hot	0		
FRIDAY 18		0		
SATURDAY 12		0		

K

RECEIVED
JUL 21 1980
CONSTRUCTION
BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
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Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 13	No activity
MONDAY 14	No activity
TUESDAY 15	No activity
WEDNESDAY 16	No activity
THURSDAY 17	Contractor placed asphalt seal coat - PA #4
FRIDAY 18	No activity
SATURDAY 12	No activity

REMARKS

STATUS: Project completed 5-29-80.
Seal coat completed 7-17-80.

Semi-final records will be submitted 7-24-80.

SIGNED Joseph A. Schlieski LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

OP-F210

#8973

1-16-80

2

STATE COPY

nig

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Baker	Oregon

Original Signed by
D. B. Carter
Area Engr.

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
1-16-80	David B. Carter, Area Engineer	I-84-7(2)328

IN COMPANY WITH
J. Schlieski, Resident Engineer, OSHD

LOCATION
Approximately 25 miles southeast of the city of Baker, Baker County, Oregon.

CONTRACTOR NAME AND ADDRESS
Baker Redi-Mix, Inc., East "H" Street, Baker, Oregon 97814

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
7-11-79	$448,427.50	220 calendar workdays	7-23-79	7-24-79

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	127/220 = 58%	92%

REMARKS

NELSON POINT INTERCHANGE SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving & Signing

This project provided for the construction of an eastbound off-ramp and a westbound on-ramp at this interchange. These movements had not been provided for at the interchange in the original construction.

No work was in progress at the time of this inspection.

The ramps are now paved and open to traffic. The permanent signing is in place. Some erosion control, curbing, drainage work, and minor paving work remain to complete the project.

RECEIVED
STATE HWY ENGR
FEB 1 '80
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

2-1
cjf

Form FHWA-1446 (12-73) Formerly PR-33 A

Previous Editions of PR-33A will Not Be Used

12-7-79

#8973

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-84-7(1)328

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90102

COUNTY NAME Baker

PROGRAM STAGE (Check) ☐

RECEIVED
STATE HWY ENGR
DEC 12 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

12 12

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 12-7-79

FEDERAL ROUTE NUMBER Interstate 84

STATE ROUTE NUMBER Primary 6

GENERAL LOCATION:
Neison Point Interchange

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of November 27, 1979, I approve the revised Right of Way costs to a TEC of $2,500 with Federal participation limited to $2,305.
(Increase TEC $1,500 - Federal Funds $1,385)

DATE 12-7-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 5-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-812

8973

7-0-5

1

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 11, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: Gerald Wimer ORIGINAL SIGNED BY G. W. WIMER
Local Government Engineer

SUBJECT: Oregon Project No. I-84-7(1) 328
Nelson Point Interchange Section
Old Oregon Trail Highway, No. 6
Baker County

Transmitted herewith are two fully-conformed copies of a Throughway Agreement covering preliminary engineering, right-of-way acquisition, utility adjustments, construction, and future maintenance responsibilities along subject section.

An advance copy of this agreement was forwarded to you under the date of February 28, 1979.

Please give this matter your consideration and, if your concurrence is required, notify this office and original copies from the Oregon Transportation Commission files will be presented for the proper endorsements.

MCH:pf
Attachment

cc: E. S. Hunter
J. L. Sollis
C. W. Head ✓
D. E. Swan

NOTED
C. W. HEAD

NOTED
FRAN NEAVOLL

agree in files

8973 STATE COPY

OMB No. 04-R2089 2

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-211	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 7-27-79 **FEDERAL-AID PROJECT AGREEMENT**	te Oregon County Baker Project No. I-84-7(2)328

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Nelson Point Intchge. Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-6-79	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 511,235	FEDERAL FUNDS $ 471,460

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JUL 27 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, July 20, 1979

Federal Aid Project
No. I-84-7(2)328

Nelson Point Intchge. Section
Old Oregon Trail Highway
Baker County

Project Agreement Estimate.

Type Code y008
Roadway (Sta. 1371+38 to Sta. 1394+30)

Mobilization	All	Required		$ 25,500.00
Temporary Protection and Direction of Traffic	All	Required		5,000.00
Temporary Signs	398	Sq. Ft.	7.00	2,786.00
Temporary Barricades	25	Each	100.00	2,500.00
Temporary Plastic Safety Markers	40	Each	80.00	3,200.00
Flagmen	150	Hour	25.00	3,750.00
Clearing and Grubbing	All	Required		10,000.00
Removal of Structures and Obstructions	All	Required		7,500.00
General Excavation	22,170	Cu. Yd.	2.50	55,425.00
Trench Excavation	480	Cu. Yd.	10.00	4,800.00
Finishing Roadbed and Slopes	All	Required		3,000.00
Watering	255	M. Gal.	13.00	3,315.00
Aggregate Base	9,850	Ton	8.00	78,800.00
Class "B" Asphalt Concrete	3,000	Ton	30.00	90,000.00
Structural Concrete, Class 3300	90	Cu. Yd.	450.00	40,500.00
Reinforcement	13,800	Lb.	0.60	8,280.00
12-inch Culvert Pipe	186	Lin. Ft.	10.00	1,860.00
15-inch Culvert Pipe	94	Lin. Ft.	15.00	1,410.00
18-inch Culvert Pipe	70	Lin. Ft.	18.00	1,260.00
24-inch Culvert Pipe	124	Lin. Ft.	20.00	2,480.00
36-inch Culvert Pipe	90	Lin. Ft.	30.00	2,700.00
Extra for Pipe Under Pavement	60	Lin. Ft.	10.00	600.00
Concrete Manholes	1	Each	750.00	750.00
Concrete Inlets, Type G2	4	Each	350.00	1,400.00
Guard Rail, Type 2A	2,525	Lin. Ft.	10.00	25,250.00
Guard Rail Anchors, Type 1	5	Each	300.00	1,500.00
Guard Rail Anchors, Type 2	2	Each	300.00	600.00
Rail End Pieces, Type A	2	Each	100.00	200.00
Rail End Pieces, Type C	5	Each	150.00	750.00
Type 2 Fence	2,930	Lin. Ft.	4.00	11,720.00
Concrete Curbs	800	Lin. Ft.	10.00	8,000.00
Extra For Asphalt Approaches	1	Each	200.00	200.00
26' Cattle Guard	1	Each	7,500.00	7,500.00
28' Cattle Guard	1	Each	8,500.00	8,500.00
Delineators	56	Each	20.00	1,120.00
Salvaging and Re-laying Pipe	128	Lin. Ft.	20.00	2,560.00
Roadside Seeding and Mulching	3	Acre	1,000.00	3,000.00

Removal of Existing Sign Installations	All Required		$ 500.00
Wood Sign Posts	All Required		2,400.00
Sign Support Footings	All Required		4,000.00
Breakaway Sign Supports	All Required		1,600.00
Single Post Breakaway Supports	All Required		500.00
Single Post Slip Base Supports	All Required		2,200.00
Type "A" Signs in Place	317 Sq. Ft.	17.50	5,547.50
Type "C" and "D" Signs in Place	88 Sq. Ft.	9.00	792.00
Type "F" and "G" Signs in Place	31 Sq. Ft.	12.00	372.00
Type "H" Signs in Place	36 Sq. Ft.	9.00	324.00
Type "EE" Signs in Place	62 Sq. Ft.	8.00	496.00
Move, Modify and Reinstall Existing Signs	All Required		1,400.00
Thermoplastic Pavement Arrows	2 Each	290.00	580.00
			$448,427.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,000.00
Temporary Erosin Control	All Required	1,000.00
		2,000.00
	Subtotal	$450,427.50
	Engineering	60,807.50
	Total	$511,235.00

Length of Project 0.00 Mile

Federal Funds 92.22% $471,460.00
State Funds 39,775.00
Total.................. .... $511,235.00

Group 1 100%
Contract No. 8973
Prefix 601-1954
Prefix 601-1002

Nelson Point Interchange
(Nonparticipating-State Work)

State Responsibility for Damages	All Required	$ 1,000.00

8973

June 29, 1979

Oregon Portland Cement Co.
111 S.E. Madison
Portland, Oregon 97214

Attn: K. T. Shirley
President

Gentlemen:

On June 26, 1979 a satisfactory bid was received from Baker Redi-Mix, Inc., P.O. Box 825, Baker, Oregon 97814 for construction of the Nelson Point Interchange Ramps. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$448,427.50
Permanent Pavement Striping	$ 1,000.00
Temporary Erosion Control	1,000.00
State Responsibility for Damages	1,000.00
4 1/2% Contingencies	20,314.24
(9%) or (10%) Engineering	40,628.47
ESTIMATED TOTAL COST	$512,370.21

Company's Advance Deposit:
4% of $512,370.21 = $20,494.81 or say $20,500.00

Company shall, within 30 days following the opening of bids, deposit with State a sum of money equal to four (4) percent of the estimated actual cost for construction of the project, including construction engineering, contractor payments and all contingency items, excluding preliminary engineering. This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 20, 1979.

Please make your check for $20,500.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. [illegible]
Operation Programming Engineer

[illegible]:pf

bcc w/AD # 651: Roger Long, Federal Aid Specialist
Vern Shoog - Please return completed AD # 651
when check is received.

Rec'D 7-11-79
Notified Roger
& ED. Harry

8973 6-20-79

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY A[illegible]INISTRATION

LETTER OF APPROVAL A[illegible]/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-80N-7(52) 328

STA[illegible] PROJECT NO.: See below

COUNTY NAME: Baker

PROGRAM NO.:

ITEM NO.: 80246

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter,
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 22 '79
REFER TO [illegible]
FOR

info	Invest	R/D	D/R	Sign	Adj	File

6-22
orig to

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 6-20-79

FEDERAL ROUTE NUMBER: Interstate 80N

STATE ROUTE NUMBER: Primary 6

GENERAL LOCATION:
Nelson Point Interchange SEction

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☑ OTHER (*Specify*) Program Change
See Below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6-13-79 I approve the revised Preliminary Engineering costs to a TEC of $29,000 with Federal participation limited to $26,730.

(Increase TEC $9,700 - F.F. $8,940)

DATE: 6-20-79

SIGNATURE OF APPROVING OFFICIAL: G. K. [illegible]

TITLE: for Division Administrator

FORM PR-1240 (REV. 6-79) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-[illegible]

8973 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 6-6-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-84-7(2)328

STATE PROJECT NO.
See below

COUNTY NAME
Baker

PROGRAM STAGE (Check)
☐ 1 ☐ 2

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
90102

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 22 '79
REFER TO Marking
FOR C

Info	Inves	R/D	D/R	Sign	Act	File

6-22 orig to C

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
6-6-79	6-6-79	Interstate 84
		STATE ROUTE NUMBER Primary 6

GENERAL LOCATION:
Nelson Point Interchange

GENERAL DESCRIPTION OF WORK:
Channelization (Ramps)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Permanent Pavement Striping (SF) $1,000
Temporary Erosion Control $1,000

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 6-4-79 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $571,650 Federal Funds $527,175.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-6-79	G. K. Hoesner	for Division Adminstrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—026-787

2

April 3, 1979

Baker County Court
Courthouse
Baker, OR 97814

Attention: Anita C. Johnson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6948

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Nelson Point Interchange Section of the Old Oregon Trail.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Reed
COMMISSION SERVICES

fhm

Att.

cc Gerald Wimer
(conf. agree. att.)

8973 6

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: D. O. Christensen ATTN: Lyle Watson DATE: March 30, 1979
Final Design Engineer

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Nelson Point Interchange Section
~~Old Oregon Trail Highway~~
Baker County

Attached are two copies of the revised sign study plans for the above named project.

L E George
L. E. George
Traffic Engineer

ELS:cs
Attachments

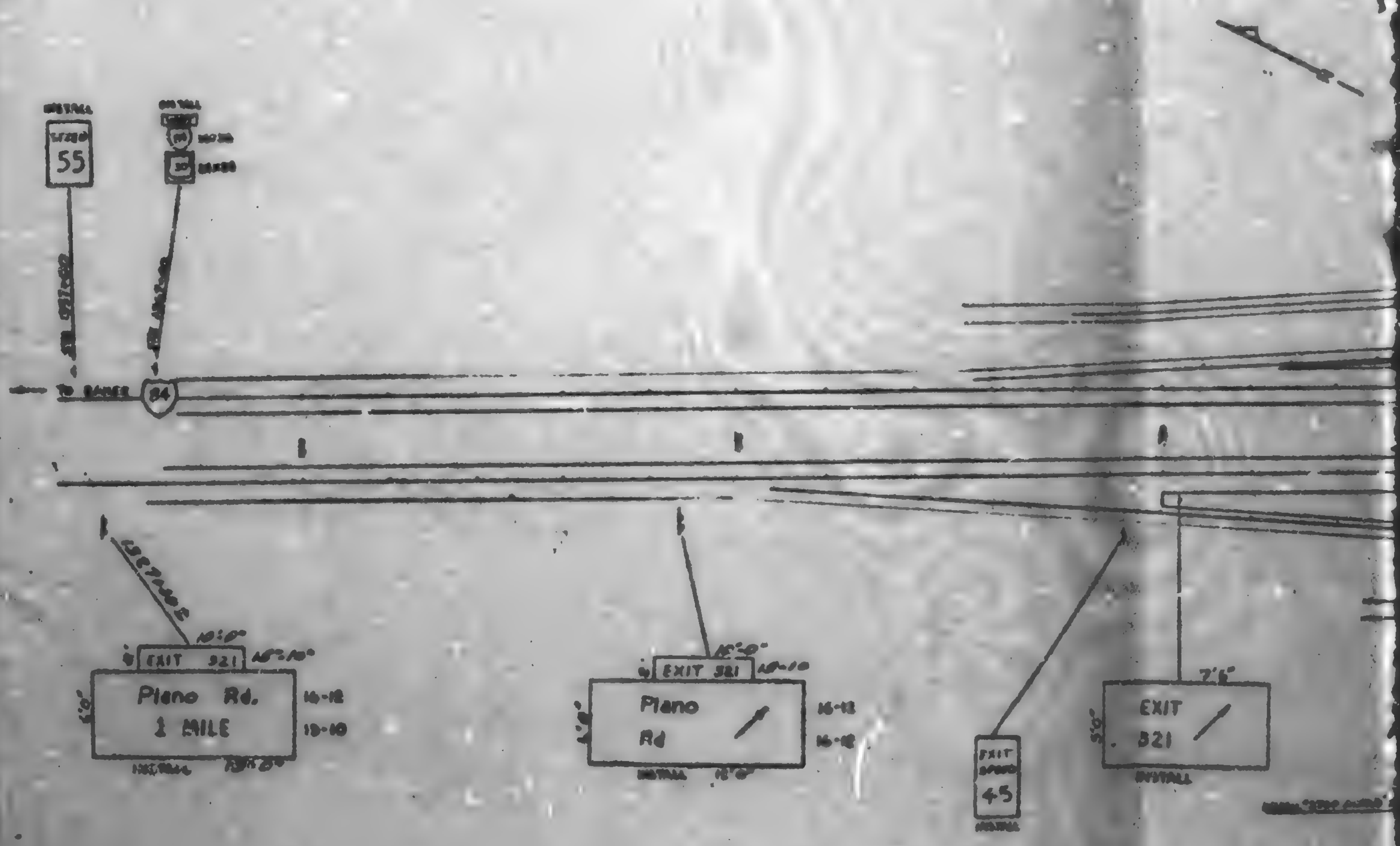
CC: W. E. Schwartz
F. T. Lacey
C. K. Ansell

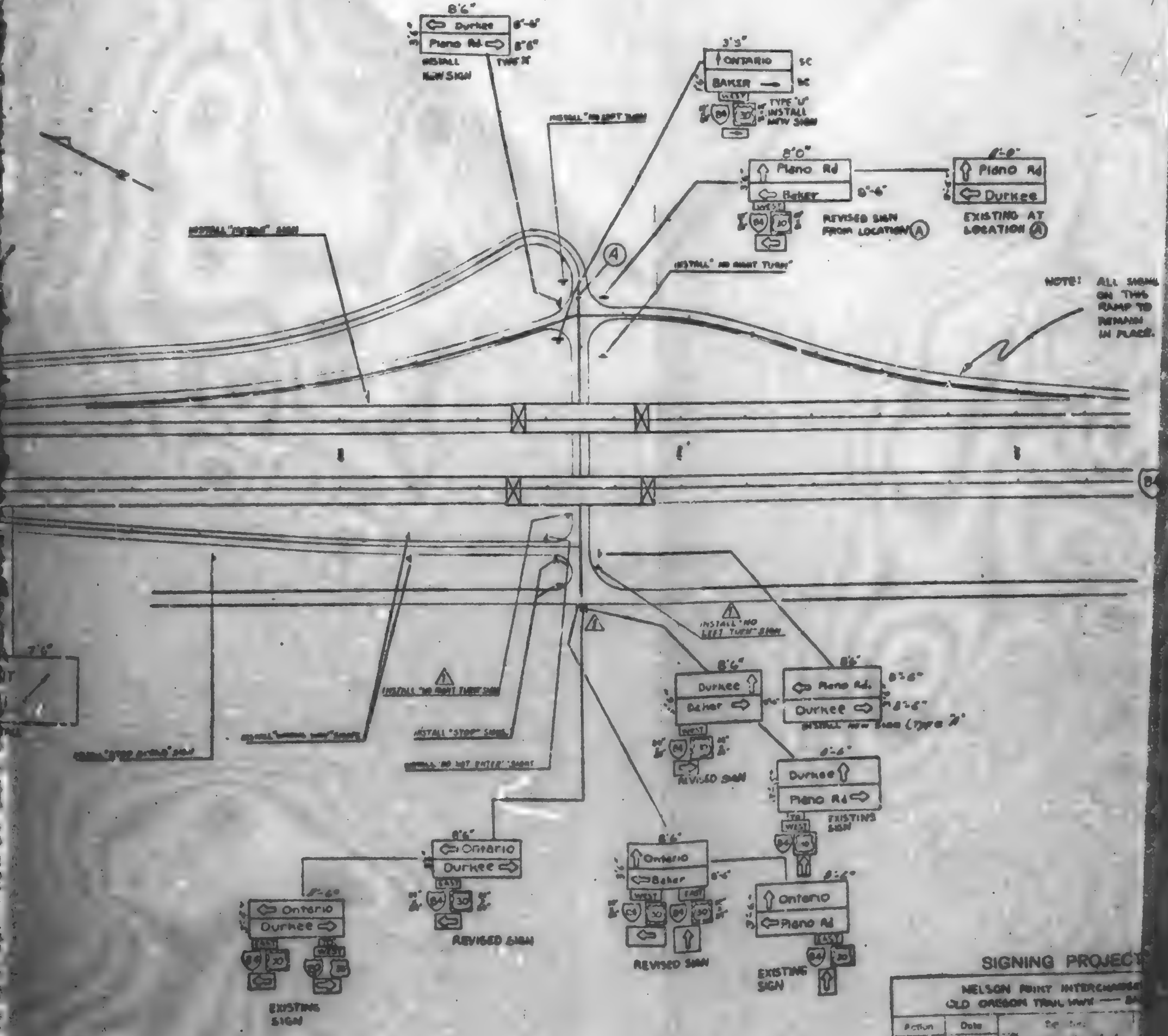
REFERRED TO
2 Board WEB Staudenmeyer
Sample
Cole 1 Watson LW
Eriksen Lau
Hager Dorn
[✓ Return] Discuss Do File Copy Due
FINAL DESIGN ENGINEER
1 Plan retained by Board

Versteeg
Anderson
1 Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 30 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action


INSTALL
SPEED
55
TO BAKER
84
EXIT 321
Plano Rd.
1 MILE
16-12
13-10
INSTALL
EXIT 321
Plano
Rd
16-12
16-12
INSTALL
EXIT
SPEED
45
7'6"
EXIT
321
5'0"
INSTALL


8'6"
Durkee
Plano Rd
8'-6"
8'6"
INSTALL NEW SIGN
TYPE "A"
3'3"
ONTARIO
BAKER
WEST
TYPE "U" INSTALL NEW SIGN
84
30
INSTALL "NO LEFT TURN"
8'0"
Plano Rd
Baker
8'-6"
REVISED SIGN FROM LOCATION (A)
8'-0"
Plano Rd
Durkee
EXISTING AT LOCATION (A)
INSTALL "YIELD" SIGN
(A)
INSTALL "NO RIGHT TURN"
NOTE: ALL SIGNS ON THIS RAMP TO REMAIN IN PLACE.
7'6"
INSTALL "NO LEFT TURN" SIGN
INSTALL "NO RIGHT TURN" SIGN
INSTALL "WRONG WAY" SIGNS
INSTALL "STOP AHEAD" SIGN
INSTALL "STOP" SIGNS
INSTALL "DO NOT ENTER" SIGNS
8'6"
Durkee
Baker
REVISED SIGN
8'6"
Plano Rd.
Durkee
8'-6"
INSTALL NEW SIGN (Type "A"
8'-6"
Durkee
Plano Rd
TO WEST
EXISTING SIGN
8'6"
Ontario
Durkee
EAST
REVISED SIGN
8'-6"
Ontario
Durkee
EAST
WEST
EXISTING SIGN
8'6"
Ontario
Baker
WEST
EAST
REVISED SIGN
8'-6"
Ontario
Plano Rd
EAST
EXISTING SIGN

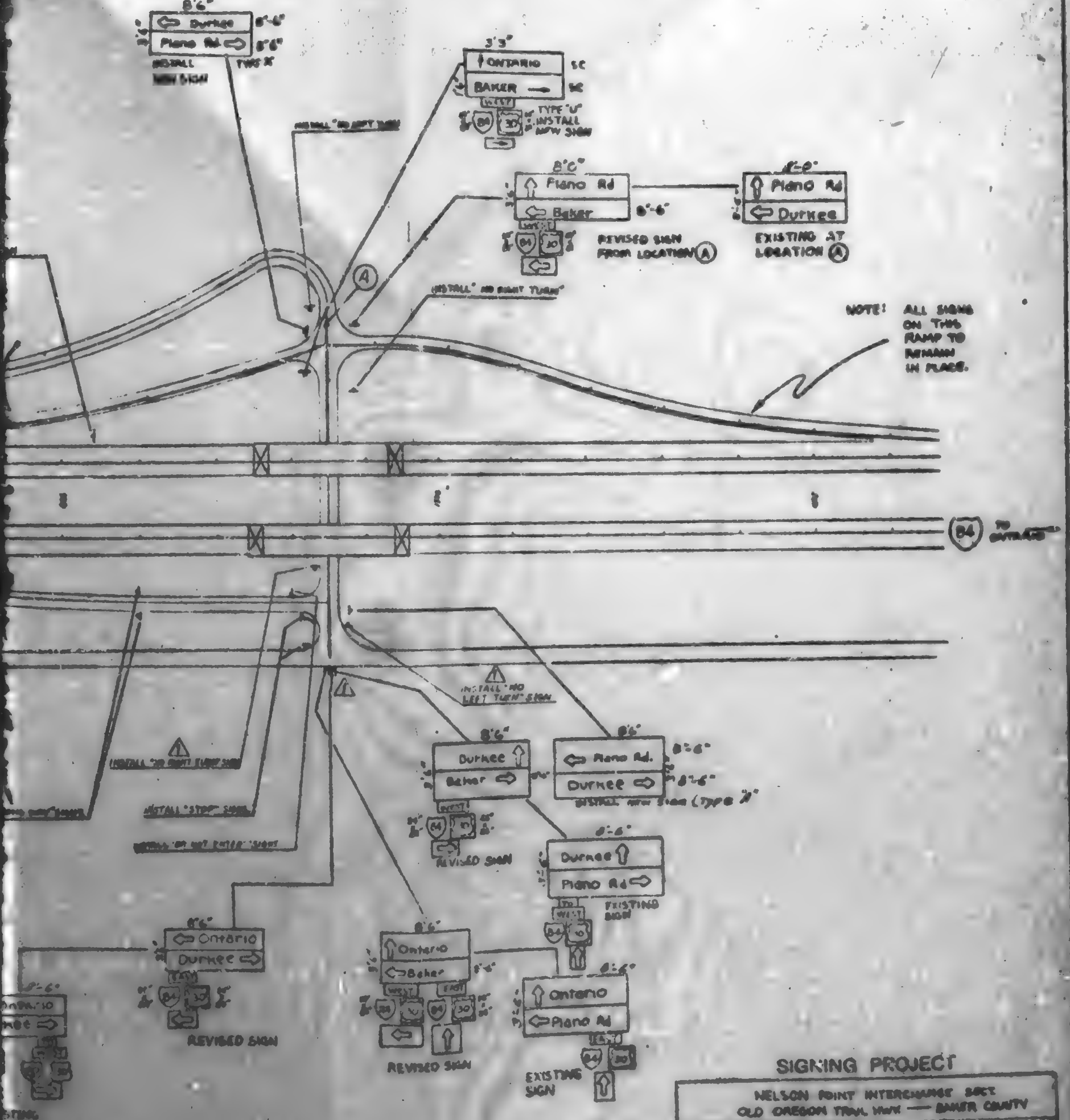
SIGNING PROJEC

NELSON POINT INTERCHA
OLD OREGON TRAIL HWY — BA

Action	Date	Signature
Submitted	11-22-78	
Approved	12-4-78	
"	12/13/78	
"		
Accepted	1/12/79	B K

⚠ Revised 3/20/79

Dennis L Fuller, Co Judge
County Authority
12 15 78
Date


8'6"
⇦ Durkee 5'-6"
Piano Rd ⇨ 5'6"
INSTALL NEW SIGN
TYPE "X"
INSTALL "NO LEFT TURN"
3'3"
ONTARIO SC
BAKER → SC
WEST
84
30
TYPE "U" INSTALL NEW SIGN
8'0"
⇧ Piano Rd
⇦ Baker 8'-6"
WEST
84
30
REVISED SIGN FROM LOCATION Ⓐ
8'-0"
⇧ Piano Rd
⇦ Durkee
EXISTING AT LOCATION Ⓐ
Ⓐ
INSTALL "NO RIGHT TURN"
NOTE! ALL SIGNS ON THIS RAMP TO REMAIN IN PLACE.
84 TO ONTARIO
INSTALL "NO LEFT TURN" SIGN
INSTALL "NO RIGHT TURN" SIGN
INSTALL "STOP" SIGN
INSTALL "DO NOT ENTER" SIGNS
8'6"
Durkee ⇧
Baker ⇨
WEST
84
30
REVISED SIGN
8'6"
⇦ Piano Rd.
Durkee ⇨ 8'-6"
INSTALL NEW SIGN (TYPE "X")
8'-6"
Durkee ⇧
Piano Rd ⇨
TO WEST
84
30
EXISTING SIGN
8'6"
⇦ Ontario
Durkee ⇨
EAST
84
30
REVISED SIGN
8'6"
⇧ Ontario
⇦ Baker
WEST
EAST
84
30
REVISED SIGN
8'-6"
⇧ Ontario
⇦ Piano Rd
EAST
84
30
EXISTING SIGN
8'-6"
Ontario
Durkee ⇨
EXISTING SIGN

3/20/79

Dennis L. Fuller, Co. Judge

12 13 78

SIGNING PROJECT

NELSON POINT INTERCHANGE SECT.
OLD OREGON TRAIL HWY — BAKER COUNTY

Action	Date	Signature	Title
Submitted	11-28-78		Traffic Control Engr.
Approved	12-4-78		Sign Engineer
"	12/11/78		Traffic Engineer
"			Asst. Hwy. Engr.
Accepted	1/2/79		F.H.W.A.

8923 2-21-79

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-84-7(1)328

STATE PROJECT NO. See below

COUNTY NAME Baker

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90102

TO:

Mr. [illegible]. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR - 5'79
REFER TO [illegible]
FOR
Info Inves R/D D/R Sign Act File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 2-21-79

FEDERAL ROUTE NUMBER Interstate 84

STATE ROUTE NUMBER Primary 6

GENERAL LOCATION:

Nelson Point Interchange

GENERAL DESCRIPTION OF WORK:

Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of February 6, 1979, you are now authorized to proceed with all phases of right of way acquisition as outlined in red on sketch map attached to your request. Total estimated cost of $1,000 with Federal participation limited to $920 is approved for that right of way actually incorporated in the final location.

DATE 2-21-79

SIGNATURE OF APPROVING OFFICIAL G. K. H[illegible]

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8973 Form FHWA 121 (Rev. 5-73)

2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: December 14, 1978

In reply refer to: HFO.4/5-OR

SUBJECT: Oregon Project I-80N-7(52)328
Nelson Point Interchange
Old Oregon Highway
Baker County

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation

NOTED
E. S. HUNTER

We have reviewed the surfacing design for the above project submitted with your letter of December 4, 1978.

The surfacing design for the project is approved for Interstate funding except for the surfacing on the "OOT" line which extends beyond that surfacing necessary to complete the construction at the interchange proper. The overlay on the remainder of the "OOT" line would be eligible for construction using other Federal-aid highway funds.

G.K. Hosner
for G. L. Green

cc:
(OSHD) F. B. Terpin

RECEIVED
TECHNICAL SERVICES

DEC 18 '78

REFER TO [illegible]

FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

cg

8973 8DN

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

November [illegible], 1978

FILE:

FROM: R. D. Hector
Region 5 Construction Engineer

TO: Frank Terpin
Location Engineer

SALEM

SUBJECT: Nelson Point Interchange
~~Old Oregon Trail Highway~~
Baker County
Prefix 601-1954-901

I am attaching additional information for the Nelson Point Interchange location project.

We have been hanging onto this otherwise excess property for the sole purpose of using it for a borrow or waste site for the interchange project. We have a buyer for the property when we are through with it and we will then recommend sale.

Kindly include this into the interchange construction plans.

RDH:sh
Attachments

cc P. F. Burnett

1 Versteeg ✓
3 Christensen Da
George
2 Olson OAl.
Terpin
Sullivan
Scott
Anderson

RECEIVED
NOV 22 1978
ENGINEERING SECTION

Trout
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REFERRED TO
Board Staudenmeyer
Cole Semple
✓ Eriksen 7.E. Watson
Hinger Dorn Lou
[✓ Return] Discuss [✓ Do] File Copy Dun
BY FINAL DESIGN ENGINEER

RECEIVED
NOV 21 1978
LOCATION SECTION

Field information retained with job data

8973 80N

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - Traffic 378-6537
DEPT. TELEPHONE

TO: A. D. Olson
Engineering

DATE: November 9, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Bubbs Ranch - Weatherly Section
Oregon Trail - Highway No. 6
Baker County

As requested, we have reviewed the preliminary plans for the subject section.

The northbound on-ramp revisions appear to be adequate, however, we do not feel the southbound off-ramp design is proper.

Our concern centers around the 25 foot radius, 180° curve from the southbound off-ramp to northbound on the frontage road. Our information indicates that truck-trailer combinations could not negotiate this turn and since this interchange is in a farming and ranching area, we feel it is probable that truck-trailer combinations would utilitize the ramp. We recommend that this curve radius be increased to a minimum of 40 feet. This is the minimum radius that would allow a semi-truck (design length 57.6 feet) to negotiate the turn.

L E George

L. E. George
Traffic Engineer Supervisor

DW:cs

~~Don Wagner~~
11-15-78 Traffic will approve plan as is
Don

1 Versteeg ✓
Christensen
George
2 Olson
Terpin
Sullivan
Scott
Anderson

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NOV 14 1978
ENGINEERING SECTION

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81-125-1357

8923

2

October 5, 1978

Oregon Portland Cement Company
111 S.E. Madison
Portland, OR 97214

MISC. CONTRACTS and
AGREEMENTS No. 6763

Gentlemen:

Attached for your records is a fully executed copy of an agreement for financial participation in the construction of the Nelson Point Interchange Ramps Section of the Old Oregon Trail in Baker County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Attachment

bc Don Harwell (Conf. agreement attached)

8573

August 29, 1978

Mr. K. T. Shipley, President
Oregon Portland Cement Company
111 SE Madison Avenue
Portland, Oregon 97204

Dear Mr. Shipley:

Presented herewith for your consideration is a proposed agreement concerning financial participation in construction of the Nelson Point Interchange Ramps near your plant at Lime.

It is proposed that the State bear all costs of preliminary engineering, design and right-of-way acquisition. The State and Oregon Portland Cement Company would share equally in the matching monies required to match Federal Aid Interstate funds for the construction phase only. Our planning estimate for this project is $750,000 indicating that your Company's share would be approximately $29,250.

If this proposal meets with your approval, please return three signed copies of the agreement for presentation to the Chairman of the Oregon Transportation Commission. Following action by the Commission, a fully-executed copy will be returned for your records.

Please mail signed copies of the agreement to the Office of Project Management, 207 Transportation Bldg., Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

For Gerald W. Wimer
Local Government Manager

MCH:dmc
cc: Glenn L. Jackson
R. A. Burco
F. B. Klaboe
H. S. Coulter
W. E. Schwartz

8973

80N

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

J. M. Krier
~~XXXXXXXXX~~
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

July 5, 1978

D 321-2-40

1 Versteeg ✓
Christensen
George
Copy 2 Olson ADO.
Terpin
Sullivan
Scott
Savage

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JUL 12 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Mr. Roger D. Trygstad
Railroad & Utility Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Trygstad:

Please refer to your letter of May 1, 1978 concerning the Nelson Point Interchange/Bubbs Ranch-Weatherby Section on the [redacted] in Baker County.

We have reviewed the plans and would like to make the following suggestion:

It appears that the road should be constructed with a retaining wall rather than standard back slopes, and the wall should be 40 ft. from the center line of our track so we can provide enough space for a second future track and an access road anda small ditch to handle any drainage in this area.

R-343

Yours very truly,

J M Krier

J. M. Krier

XC: Adrian Olson

redesigned to get off RR.

ADO.

RECEIVED
JUL 11 1978
RR & UTILITY UNIT

8973

p

STATE OF OREG

HIGHWAY DIVISION

INTERO CE MEMO

TO: D. H. Moehring
Project Management Engineer

DATE: June 26, 1978

FROM: H S Coulter
H. S. Coulter
State Highway Engineer

SUBJECT: Nelson Point Interchange Ramps

You may recall when we instigated the possibility of adding two ramps to the Nelson Point Interchange to provide better access to the Oregon Portland Cement Company facilities, it was suggested that the prime beneficiary of any new ramps would be the Oregon Portland Cement Company and perhaps they should contribute to the project either part or all of the necessary match.

In recent telephone conversations with Glenn Jackson and Ken Shipley, President of Oregon Portland Cement Company, this was reexamined and the thinking both on the part of the Chairman and Mr. Shipley is that the match would be shared.

Please have an appropriate agreement prepared and executed by Oregon Portland Cement verifying their commitment to so participate in the project.

HSC:ia

cc R. A. Burco
F. B. Klaboe
Wendell E. Schwartz
K. T. Shipley
Glenn L. Jackson

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE [✓ ☐] OPE ☐
JUN 27 1978

File: PM FA
LG OP
TAA Holmes ✓
Draft agreement;
Give Fa copy

7/21/78
Copy to Swan w/draft.
memo

81-125-1307

8973

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

GENERAL FILES

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-3-78

FEDERAL AID PROJECT NO.: I-80N-7(52)328

2

PROJECT NO.: See below

COUNTY NAME: Baker

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 80246

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 5-3-78

FEDERAL ROUTE NUMBER: Interstate 80N

STATE ROUTE NUMBER: Primary 6

GENERAL LOCATION:

Nelson Point Interchange

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN

☒ PREPARATION including archeology salvage
TEC NTE $19,300 F.F. $17,790

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's April 12, 1978, letter.

NOTED
F. D. KLABOE

Swan 5-8

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-3-78	G. K.	for Division Administrator

FORM PR-1240 (REV. 6-78) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—626-787

8973

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

GENERAL FILES

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: Oregon Department of Transportation- Highway Division

PROJECT TITLE: Nelson Point Interchange

PNRS #: 7802 2 930

DATE : April 24, 1978

The State Clearinghouse has received additional comments from State Historical Preservation Office subsequent to our conclusion letter of April 4, 1978, please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

cc: G. L. Green	Region 5 Engineer: W. E. Schwartz
H. S. Coulter	District 13 Engineer: C. K. Ansell
F. E. Terpin	Aeronautics Division
J. B. Boyd	B. L. Gifford
J. H. Versteeg	D. E. Swan
Gary Potter	G. W. Wimer
W. J. Hart	

RECEIVED
STATE HWY ENGR
MAY - 4 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

(X) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

NOTED
H.S. COULTER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

MAR 27 1978

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7802 2 930 Due Date: MAR 31 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ☐ It has no adverse effect.
- ☐ We have no comment.
- ☐ Effects, although measurable, would be acceptable.
- ☐ It has adverse effects.
- ☐ We are interested but require more information to evaluate the proposal.
- ☒ Please coordinate the implementation of the proposal with us.
- ☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

THIS NELSON POINT INTERCHANGE PROJECT (OLD OREGON TRAIL) IN BAKER COUNTY HAS POTENTIAL FOR IMPACTING HISTORIC AND ARCHEOLOGIC RESOURCES. CULTURAL RESOURCE PROTECTION SHOULD BE COORDINATED WITH THIS OFFICE.

Agency: HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

By: David G Talbot

8923 2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation, Highway Division

PROJECT TITLE: Nelson Point Interchange

DATE: April 4, 1978

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
APR 11 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

4/10/78

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
W. E. Schwartz
C. K. Ansell
Aeronautics Division
B. L. Gifford
D. E. Swan
Gerald Wimer

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

☐

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

NOTED
H.S. COULTER

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #8

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7802 [illegible] 930 Due Date:

To Agency Addressed. If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife has no objection to the proposed road construction project provided work on Swayze Creek is coordinated with the district fishery biologist, Duane West. His office phone number is LaGrande 963-2138.

Agency ________________ By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 3/16/78

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
FEB 28 1978
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: ____________________ Due Date: MAR 31 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency ____________________ By MA

8973

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 8, 1978

TO Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

FROM Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT General Permit for Fills in Navigable Waters
Section: Nelson Point Interchange
Highway: I-80N
County: Baker

This letter, with the attached Project Assessment, serves as the advance notice required under Section rr of the Department of the Army Permit referred to in Public Notice 971-OYA-4-002123 pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500).

If additional information is needed, please contact Donald E. Keyes, Location Section, 212 Transportation Building, Salem OR 97310, telephone 378-6265.

Attachment

cc G. L. Green
J. H. Versteeg
R. W. Ellison
Gary A. Potter
~~[illegible]~~
D. E. Keyes

____Versteeg____
Copy Christensen____
____George____
____Olsen____
____Terpin____
Copy Sullivan____
____Scott____
____Savage____

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MAR 08 1978
ENGINEERING SECTION

L. Trout ____
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Action____

8973

March 8, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: R. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval

On the consent calender for the March 28 meeting will be a request for approval of one new interstate project and a change in the scheduled program year for a primary project on the Six Year program.

The Nelson Point Interchange (20 miles SE of Baker) presently provides access to and from the east. Traffic demands in this location justify the construction of the other two ramps, making this a "full" interchange. We need to construct this project in fiscal year 1979. The estimated cost is $750,000 with federal participation of $691,800 and local match of $58,200.

The Queen Avenue-Corvallis Lebanon Highway job on the Albany-Junction City Highway, which involves 4.9 miles of widening, was shown to be constructed in 1984. This project needs to be constructed in 1982 in order to provide for anticipated traffic projections.

This new project and the change in program year are a direct response to the public meetings which were held concerning the Six Year program. These changes indicate our responsiveness to the priorities established by the public and local officials.

These projects have been investigated and are eligible for funding as noted. I recommend your approval.

bc:
R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
D. H. Hoenring
George Bell
J. H. Versteeg
F. E. Terpin
L. W. Rulien
V. E. Skoog
C. W. Schwartz, Reg. 5.
C. O. Fredrickson

(82)

2

GENERAL FILES

8973

ROBERT W. STRAUB

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

February 21, 1978

TO	Executive Department Federal Aid Coordination Unit	Blue Mountain Intergovernmental Council Wallowa County Courthouse Enterprise, OR 97828
FROM	D. E. Swan Federal Aid Engineer	
SUBJECT	Notice of Intent for Federal Aid Funds State Admin. Dist. No. 13 Section: Nelson Point Interchange Highway: Old Oregon Trail I-80N County: Baker	

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be March 21, 1978.

BLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 5: W. E. Schwartz
District 13: Clayton Ansell
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
FEB 24 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation — 46] DIVISION [7?: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [5?: 6563

01 12] PROJECT TITLE [71: Nelson Point Interchange

11 12] PROJECT LOCATION—CITY: Old Oregon Trail I-80N — PROJECT LOCATION—COUNTY: Baker — PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Two access ramps, a westbound on-ramp and an eastbound off-ramp, will be con-

06 12] structed at the Nelson Point Interchange to provide all-directional access. These [71

07 12] ramps will be connected to the crossroads at Station 1388+50. Two culverts on [71

08 12] Swayze Creek will be extended. [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
691,500	-	58,500	-	-	750,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Feb. 21, 1978

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: March — 43] DAY [44: 21 — 45] YEAR [46: 1978

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Feb. 21, 1978

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

I80N-1 ( )528

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date February 7, 1978

Section Nelson Point Interchange
Unit (if appl)
County Baker
City
Highway I-80N
State Hwy. No. 6
Termini: M.P.(if appl) M.P. 330.67-M.P. 331.53
Length Approx. 2000'
Region 5
Construction Estimate $750,000 (FAI)
Program Amount

B. Purpose of Project:

To improve access to county roads and the Oregon-Portland Cement Company plant, now under construction to the southwest of the Nelson Point Interchange. The present, partial interchange has only a westbound off-ramp and an eastbound on-ramp, which connect to frontage roads on either side of I-80N. The project will facilitate trips to and from the west. Eastbound traffic (which will comprise most future traffic) is served by the existing interchange access ramps.

C. Origin & History of Project:

This project originated in a request from the Oregon-Portland Cement Company to the Chairman of the Oregon Transportation Commission (March 14, 1977). The City of Baker endorsed the project in a letter to the Regional Engineer, August 24, 1977; similar endorsements came from the Baker County Court, August 25, 1977, and from the Baker County Chamber of Commerce, August 29, 1977. The Highway Division subsequently requested Federal funding, and the project was approved for Federal-Aid Interstate funding by the Federal Highway Administration January 5, 1978.

D. General Description of Project:

Two access ramps, a westbound on-ramp and an eastbound off-ramp, will be constructed at the Nelson Point Interchange to provide all-directional access. These ramps will be connected to the crossroads at Station 1388+50. Two culverts on Swayze Creek will be extended.

Alignment: New ______ Existing ______ Combined X

Typical Section: Existing: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____
Proposed: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT 4050; Projected ADT 5000; Yr. 1990
Existing Level of Service "B" or better.

Proposed Facility: Projected ADT 5000*; Yr. 1990
Projected Level of Service "B" or better.
325,

Projected interchange ADT's upon completion:
WB off-ramp, 325; EB on-ramp, 300, EB off-ramp, 60; WB on-ramp, 60.

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 2
Yes, No
4/5 acre: open range land and a small strip of cultivated land.
Acres 1 ; Type of Relocation Req. 1/5 acre: UPRR. ; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Embankments will require 15,800 c.y. of materials; 4000 c.y. will be excavated from the project section, and the remaining 11,800 c.y. will be obtained from a State-owned source about a mile from the project. About 3300 c.y. of base rock and 2500 tons of asphaltic-concrete will also be needed; these will likely be acquired from a commercial source.

Type of Structure(s):

Access ramps and reinforced concrete box culverts.

Brief Description of River or Stream and Type of Involvement, if any:

Existing reinforced concrete box culverts on Swayze Creek will be extended. The 12' x 6' culvert under the eastbound lane will be extended by about 30'; the 12'x 6' culvert under the westbound lanes will be extended by about 40'.

Local City, County or COG priorities of project:

The City of Baker, the County Court, and Chamber of Commerce have urged completion of this project to serve employee and service traffic generated by the Oregon-Portland Cement Company plant now under construction at Nelson Point.

FHWA and/or OSHD approvals given, if any:

FHWA approval of FAI funding given January 5, 1978.

Location or Design Alternatives (identify and describe):

1. Build (As proposed).
2. Reconstruction and overlay of frontage road (Old Oregon Trail Highway) from Durkee to Nelson Point ($350,000).
3. No-Build.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project area lies in semi-arid high desert land typical of much of northeastern Oregon's Blue Mountain region. The surrounding terrain is quite hilly, with many peaks rising above 4000 feet. To the northwest is the Elkhorn Ridge of the Blue Mountains; to the northeast are the Wallowa Mountains. At both the lower and higher elevations, the vegetation is primarily sagebrush, cheatgrass, and a variety of other grasses, mixed with occasional juniper and pine. Deciduous trees and shrubs line the many streams in the area.

The project area lies at the south end of Durkee Valley, near the mouth of Burnt River Canyon. Nelson Point, the landmark for which the interchange was named, is a limestone point next to the westbound freeway lanes. A limestone quarry lies across the freeway from Nelson Point. The I-80N alignment parallels Burnt River through the project section and crosses Swayze Creek, a tributary of Burnt River. Swayze Creek is fed by several smaller streams, all of which flow out of the northeast from Big Lookout Mountain. Swayze Creek provides fish habitat, primarily for rainbow trout. Some water from the creek is also diverted for irrigation.

2. Cultural: Between Burnt River and I-80N, paralleling both, are the Union Pacific Railroad tracks. The nearby area is sparsely populated; the nearest sizeable communities are Baker (pop. 9500) about 25 miles northwest, and Ontario (pop. 7500) about 50 miles southeast, near the Oregon-Idaho border. The project area lies between the two smaller communities of Durkee (about four miles to the northwest) and Lime (about twelve miles to the southeast). Nearby are scattered farms, but most of the surrounding land is undeveloped, left to natural vegetation.

Near the right-of-way of the proposed project, northeast of the interchange, is a farm with both cultivated fields (alfalfa seed crops) and open range land; there are also a farmhouse, barn, and outbuildings on the property. Near the farmhouse is a grove of deciduous trees, planted for ornament and shading.

The Oregon-Portland Cement Company is presently building a processing plant at Nelson Point, at the limestone quarry adjacent to the eastbound lanes. The new plant, estimated to cost between $40 and $50 million, is to be completed in 1979, at which time the company will close its plant at Lime. Most employees of the plant at Lime presently live east of Durkee (Ontario and Huntington). There will be an average of 30 trucks (60 trips) at the new plant at Nelson Point; 75% of these trucks go east to the Boise area, and 25% go west to the Tri-Cities of Washington. So most employee and service traffic at the plant will be moving to and from the east.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:
A small portion of UPRR right-of-way will be acquired. Also, about 4/5 acre of farm land will be acquired, which is used for pasture. This does not constitute a significant taking, for there is much open range land available nearby.

2. Estimated Impact on Traffic Patterns: Trips to and from the west, generated by the Oregon-Portland Cement Company plant, will be facilitated by construction of a full interchange. Traffic now coming from or going to the west at Nelson Point, e.g., truck traffic at the quarry, must use the Durkee Interchange and travel over about 5 miles of frontage road. This traffic will be virtually eliminated when the project is completed. Traffic using the Nelson Point Intchg. is projected to double over present volumes.

Consequences--Air Quality, Noise, Safety, etc.: Without the project, traffic generated by the new cement plant at Nelson Point would rely on the Durkee Interchange and face inconveniences and possible hazards on the existing narrow frontage road. This road has 3 at-grade railroad crossings and an "S" curve under one railroad overcrossing, where there is limited sight distance and one-way traffic only. Improvement of the Nelson Point Interchange will eliminate these hazards for traffic to and from the west.

3. Estimated Impact on Land Use:
The project will facilitate development of the cement plant at Nelson Point, but will not be the cause of that development. Construction of the new plant and closure of the plant at Lime may lead to deterioration of the community at Lime. However, it appears unlikely that development will therefore move to Nelson Point, since other service centers such as Durkee are available to serve the local population and motorists.

Consequences:

No significant land use changes are expected, but the possibility for such change exists.

4. Expected Impact on Natural Ecological Resources:
There is a potential for a temporary adverse impact on Swayze Creek in extending the culverts under the freeway. All construction in the streambed will be coordinated with the Oregon Department of Fish and Wildlife. No wetlands impacts are anticipated.

Consequences:
Possible temporary impacts on water quality. No permanent impacts on fish passage and fish habitat are expected, since stream velocities will not be changed.

5. Expected Impact on Cultural and Scenic Resources:
An archeological survey may be necessary, although the area is not noted for archeological resources.

Consequences:

Not determined.

6. Preliminary Identification of Areas of Critical Concern:
None.

7. Potential for Controversial Issues:
None.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Consistent.

b. Noise Standards

A noise study report will be prepared.

c. Water Quality Standards

Construction will be coordinated with the Oregon Department of Fish and Wildlife to minimize adverse impacts on Swayze Creek as fish habitat; water quality is not likely to be affected, except during construction.

d. Area Land Use and Transportation Plans, and Zoning

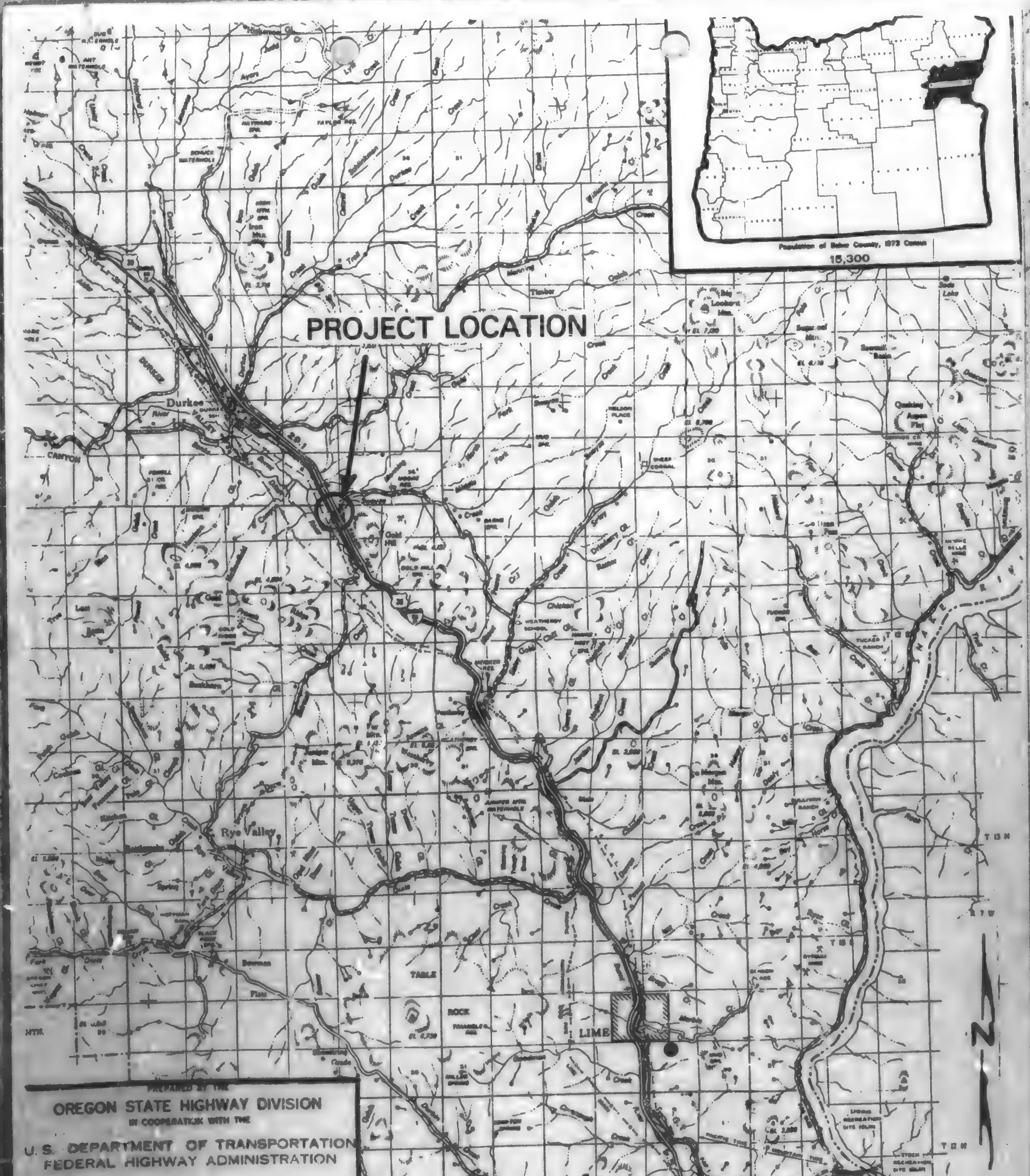
Consistent.

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Right-of-way acquired from the farm will not significantly affect the farm operation, since much similar land is available nearby and only a small portion of cultivated land will be taken. Stream impacts are of a temporary nature; all stream work is being coordinated with the Department of Fish and Wildlife.

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


PROJECT LOCATION
Durkee
CANYON
Rye Valley
LIME
HUNTINGTON
TABLE
ROCK
Population of Baker County, 1973 Census
15,300
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
SCALE
MILES
KILOMETERS
1974
Polyconic Projection
Plane Coordinates on Lambert Projection
T 13 N
T 12 N
N

8973

80N

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: February 17, 1978

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

RE: Nelson Point Interchange
Bubka Ranch-Weatherby Section
[redacted]
Baker County

ATTENTION: R. S. Orr

Dear Bob:

Jim Chidsey promised to send you additional information on the easement required to construct the Nelson Point Interchange. I am sending you herewith a roll of Crossections and a plan sheet. I hope this will be adequate for you to obtain approval from your Omaha Office.

If you need anything further please advise.

Yours truly,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:bam
Enclosures

bc: [redacted]
J. L. Sollis
Frank Terpin
W. E. Schwartz
D. N. Stoudenmeyer

REFERRED TO
Board
2 Dorn RDR
Cole
1 Semple JHS
Erikson
Watson
Hager
Lou
Bue
Return Discuss Do File Copy
FINAL DESIGN ENGINEER

Versteeg
1 Christensen ✓
George
Olson
Terpin
Sullivan
Scott
Savage

file copy

RECEIVED
FEB 22 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

8973

1-80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

January 31, 1978
Salem OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: D. N. Stoudenmeyer
Preliminary Design Supervisor

BUILDING

SUBJECT: Nelson Point Intchge.
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County

In accordance with your request, I contacted Bob Orr of the Union Pacific Railroad Company in Portland on Friday, January 27, and discussed the possibility of the State obtaining an easement for 0.16 acres to allow the construction of the Nelson Point Interchange on the Bubbs Ranch-Weatherby Section of the Old Oregon Trail Highway in Baker County. Mr. Orr reviewed the information you provided to me and felt that the Union Pacific Railroad Company could be able to go along with this request. However, he stated that the final decision will have to be made by Union Pacific's head office in Omaha.

Bob requested that we provide him with additional information such as cross sections, a larger plan of the proposed easement area, along with ties to railroad station, etc. This he will need in order to make an official request to the head office in Omaha. As soon as this information is prepared, please forward it to my office for transmission to the Union Pacific Railroad office in Portland for a formal review and response by them.

JEC:de
cc: J. H. Versteeg
J. L. Sollis
Frank Terpin
W. E. Schwartz

2-3-78
Region will provide
DNS

Prints of data requested
to Chidsey 2-16-78
DNS
Orig's. returned to Region
DNS

1 Versteeg ✓
Christensen
George
2 Olsen DNS ACG
Terpin
Sullivan
Scott
[illegible]

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JAN 31 1978
ENGINEERING SECTION

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Bring Up ___/___/___
Action

FORM 81-734-3090

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

January 23, 1978

W. E. Schwartz

FROM: W. E. Schwartz
Region 5 Engineer

TO: D. N. Stoudenmeyer
Preliminary Design Supervisor

SALEM

SUBJECT: Nelson Point Interchange
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County

This office has reviewed the proposed design of subject interchange and concurs in the recommendation.

We have one suggestion. Before any further work is done, I would suggest that this plan be shown to U.P.R.R. to obtain their concurrence. It appears that our encroachment on their right-of-way may have a significant effect upon their future operations.

Although this proposal is much better than our original proposal, I don't think that the interchange is ever going to be used to the point that an expensive involvement with the railroad would be warranted.

1 Versteeg
Christensen
George
✓ Olson
Terpin
Sullivan
Scott
Savage

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WES:sh

cc Frank Terpin

NELSON POINT INTERCHANGE

Original Plan - Added ramps to and from existing frontage roads. $450,000

2nd Plan - Added southbound off-ramp connected to cross road at Station 1388. $600,000

3rd Plan - Added northbound on-ramp also connected to cross road at Station 1388. $750,000

Plans 2 and 3 were suggested by the FHWA.

RECEIVED
TECHNICAL SERVICES
JAN 20 '78
REFER TO
FOR
Info Invest S/D D/R Sign Act File

8973

CON 21-2
Old
Oregon
Trail

DATE: January 16, 1978

TO: Oregon Transportation Commission

FROM F. B. Klaboe
Assistant Director for Operations

SUBJECT: Finance Approval

On the Consent Calendar for the January 24 meeting will be a request for approval of an Interstate project.

The Nelson Point Interchange (20 miles S.E. of Baker) presently provides only access to and from the east. Traffic demands at this location justify the construction of the other two ramps, making this a "full" interchange. We need to construct this project as soon as possible. The estimated cost is $750,000, with Federal participation of $691,800 and State matching funds of $58,200.

This project has been investigated and is eligible for funding under this program. I recommend your approval of the project and request authorization to sign the project agreement for and on your behalf.

DES:dpy bn

bc: R. A. Burco
C. W. Head
H. S. Coulter
L. W. Rulien - (for 6-yr. program)
E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
V. E. Skoog
W. E. Schwartz
George Bell

8973

86N

Salem, Oregon
January 12, 1978

D. N. Stoudemeyer
Preliminary Design Supervisor

W. E. Schwartz
Region 5 Engineer

Nelson Point Interchange
Bubbs Ranch-Weatherly Section
Old Oregon Trail Highway
Baker County

You should have received a copy of FHWA's January 5th letter approving construction with FAI funds of proposed added ramps at the Nelson Point Interchange.

Attached are a contour map, old vicinity map and standard sheet covering this area. As suggested in the FHWA letter and from a good engineering standpoint, we have developed ramps that will connect at the crossroads. This design will cost about $750,000 including an overlay on the frontage road from the structures to the present eastbound on-ramp. This plan will save maintenance on both frontage roads to the west that was required with the original field suggestions.

Please take a look at this design and let us know if you agree with it. We will then get the ball rolling for construction, hopefully, in the last quarter of 1978.

DNS:ab
Attachments
cc: F. E. Terpin, w/standard sheet

/ Vohlsteg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

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JAN 12 1978
ENGINEERING SECTION

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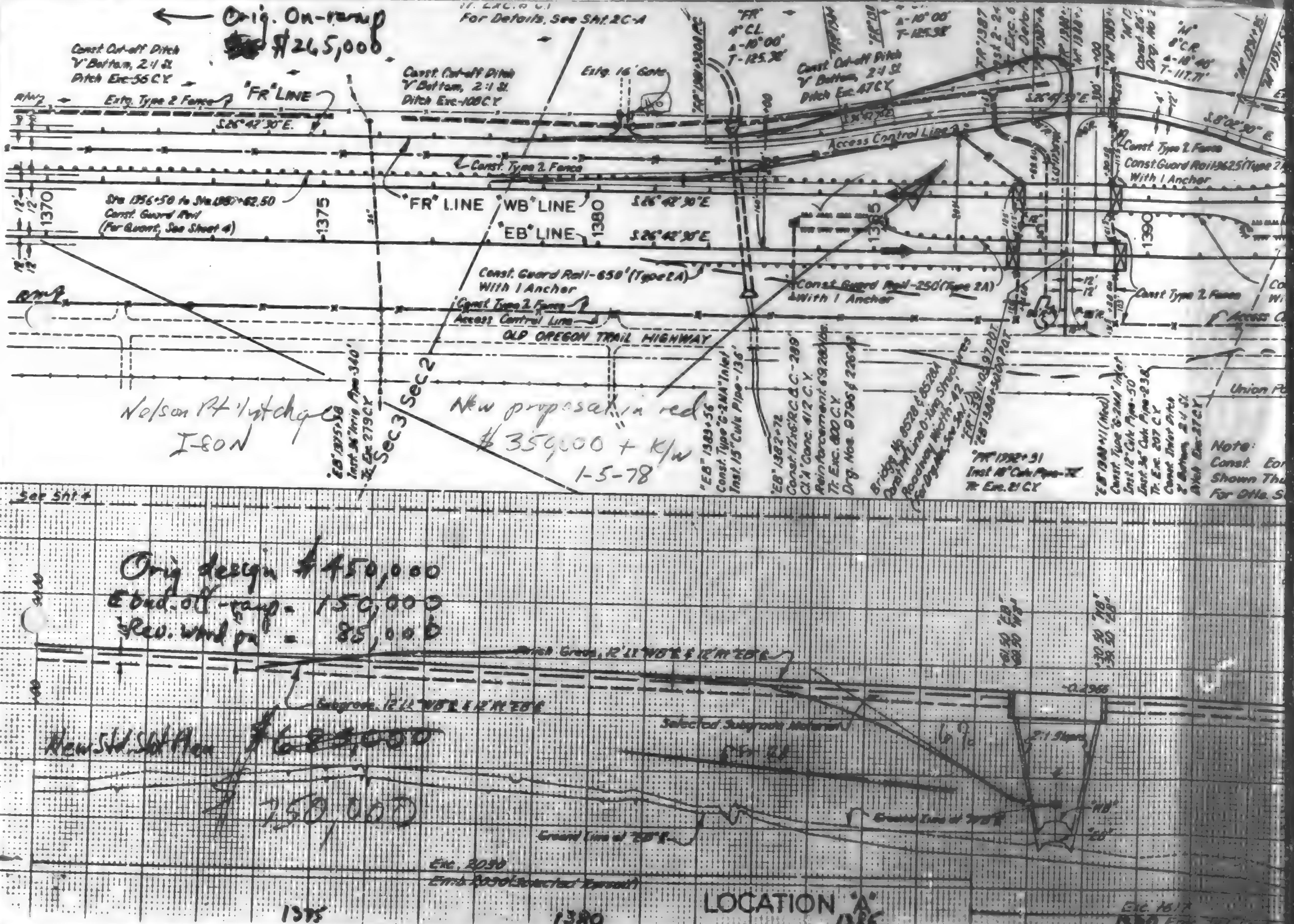

For Details, See Sht. 2C-A
Const. Cut-off Ditch
'V' Bottom, 2:1 Sl.
Ditch Exc.-56 C.Y.
"FR" LINE
Extg. Type 2 Fence
S.26°42'30"E.
Const. Cut-off Ditch
'V' Bottom, 2:1 Sl.
Ditch Exc.-100 C.Y.
Extg. 16' Gate
Const. Type 2 Fence
Sta. 1356+50 to Sta. 1380+62.50
Const. Guard Rail
(For Quant., See Sheet 4)
1370
1375
"FR" LINE
"WB" LINE
"EB" LINE
1380
S.26°42'30"E.
Const. Guard Rail-650' (Type 2A)
With 1 Anchor
Const. Type 2 Fence
Access Control Line
OLD OREGON TRAIL HIGHWAY
"EB" 1375+38
Inst. 36" Irrig. Pipe-340'
Tr. Exc. 279 C.Y.
Sec 3
Sec 2
"FR"
4° C.L.
Δ-10°00'
T-125.38'
Const. Cut-off Ditch
'V' Bottom, 2:1 Sl.
Ditch Exc. 47 C.Y.
Δ-10°00'
T-125.38'
"FR" 1387
Inst. 2-24
Exc. 6
For Detai
Access Control Line
1385
S.26°42'30"E.
"M"
6° C.R.
Δ-18°40'
T-117.71'
S.8°02'30"E.
Const. Type 2 Fence
Const. Guard Rail-3625' (Type 2
With 1 Anchor
1390
Const. Guard Rail-250' (Type 2A)
With 1 Anchor
12'
12'
Const. Type 2 Fence
Access C
"EB" 1383+56
Const. Type "G-2MA" Inlet
Inst. 15" Culv. Pipe-136'
"EB" 1382+72
Const. 12'x6' R.C.B.C.-289'
Cl. 'A' Conc. 412 C.Y.
Reinforcement 69,280 lbs.
Tr. Exc. 800 C.Y.
Drg. Nos. 9796 & 22649
Bridge No. 8528 & 8528A
Parallel Line O-Xing Structures
Roadway Width-42'
(For Drg. Nos., See Sht. 1)
"FR" 1391+05.97 P.O.T.
"EB" 1388+50.00 P.O.T.
"FR" 1392+31
Inst. 18" Culv. Pipe
Tr. Exc. 21 C.Y.
"EB" 1388+11 (Med)
Const. Type "G-2MA" Inlet
Inst. 12" Culv. Pipe-50'
Inst. 36" Culv. Pipe-238'
Tr. Exc. 207 C.Y.
Const. Inlet Ditch
2' Bottom, 2:1 Sl.
Ditch Exc.-27 C.Y.
Union Pa
Note:
Const. Ear
Shown Th
For Dtls. S
See Sht. 4
Finish Grade, 12' Lt. "WB" & 12' Rt. "EB"
Subgrade, 12' Lt. "WB" & 12' Rt. "EB"
Selected Subgrade Material
2:1 Slopes
-0.2966
+61.50 "EB"
+69.50 "WB"
+30.50 "WB"
+39.50 "EB"
Ground Line at "WB"
Ground Line at "EB"
"WB"
"EB"
Exc. 2030
Emb. 2030 (Selected Borrow)
LOCATION "A"
1375
1380
1385
1390
Exc. 1617
Emb.

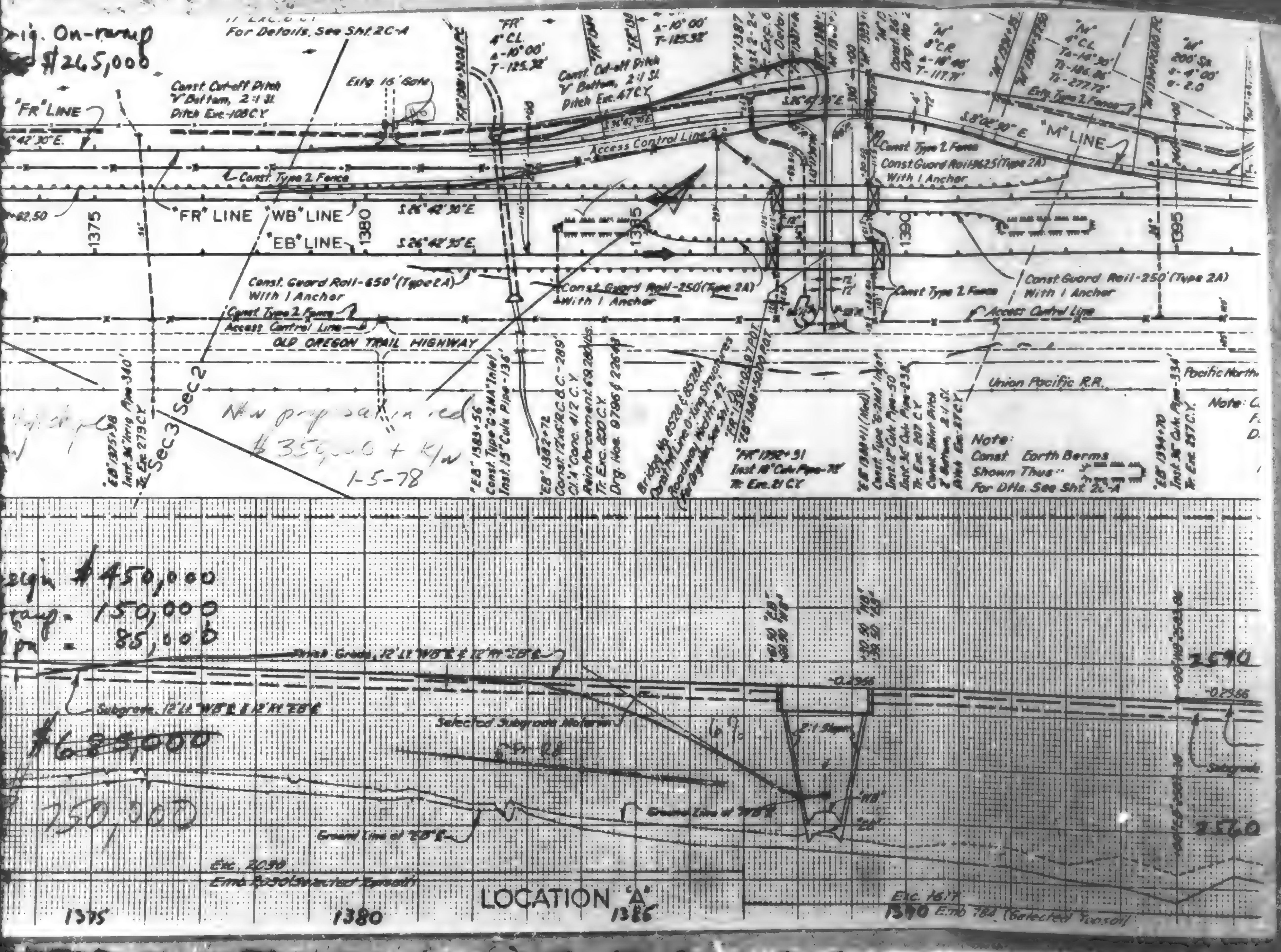
← Orig. On-ramp
[illegible] $265,000

Nelson Pt. I'ntchg
I-80N

New proposal in red
$350,000 + R/W
1-5-78

Orig design $450,000
E bnd. off-ramp - 150,000
Rev. wb'd pr = 85,000

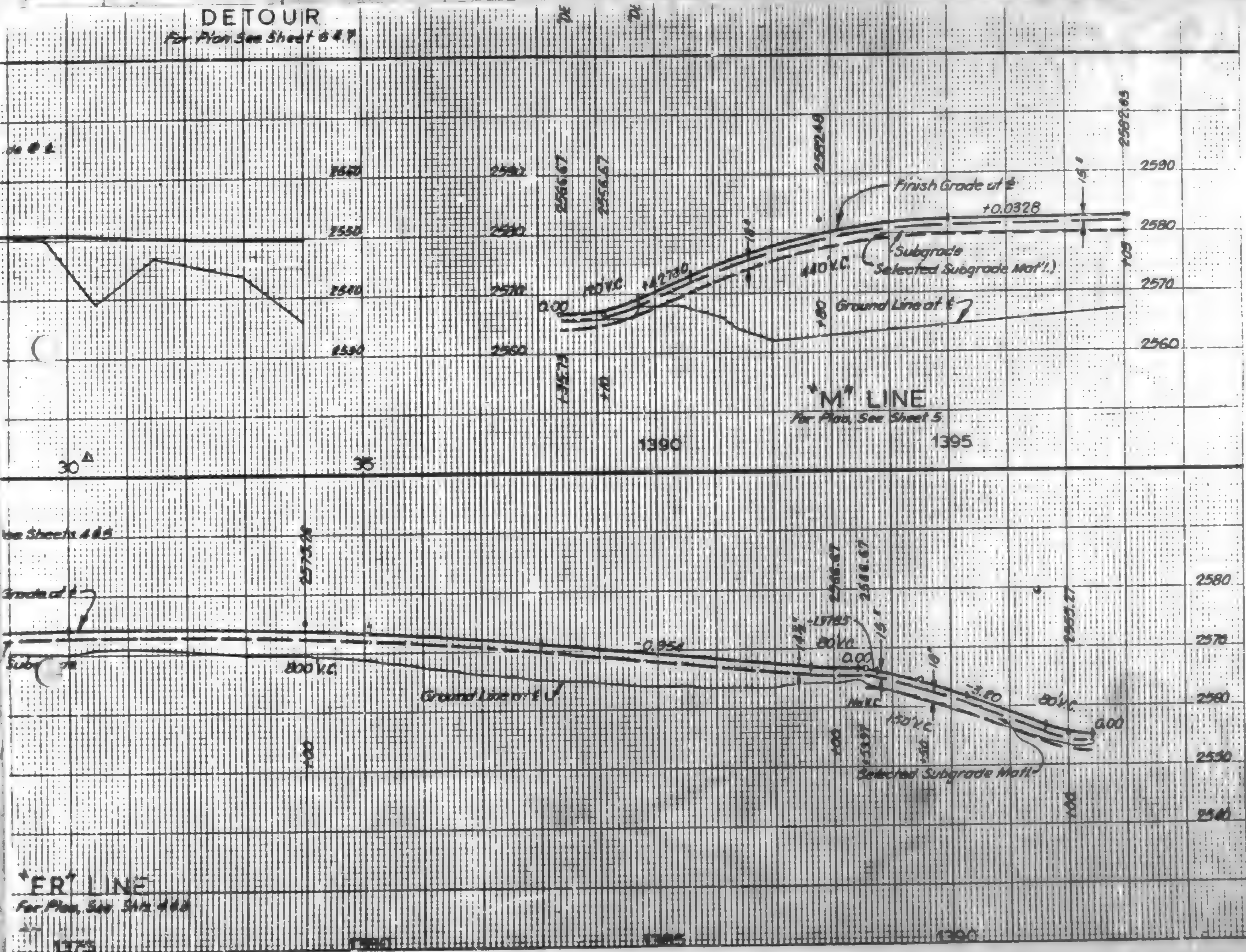
New Std Shld Plan $ ~~6[illegible],000~~
750,000


For Details, See Sht. 2C-A
"FR" LINE
Const. Cut-off Ditch "V" Bottom, 2:1 Sl. Ditch Exc.-108 C.Y.
Extg. 16' Gate
"FR" 4° C.L. Δ-10°00' T-125.38'
Δ-10°00' T-125.38'
Const. Cut-off Ditch "V" Bottom, 2:1 Sl. Ditch Exc. 47 C.Y.
Access Control Line
Const. Type 2 Fence
"FR" LINE
"WB" LINE
"EB" LINE
S.26°42'30"E.
S.26°42'30"E.
1375
1380
1385
1390
1395
"M" 8° C.R. Δ-16°46' T-117.71'
"M" 4° C.L. Ta-14°30' Ts-186.86' Ts-277.72'
"M" 200' Sp. s-4°00' e-2.0
Extg. Type 2 Fence
S.8°02'30"E. "M" LINE
Const. Type 2 Fence
Const. Guard Rail-962.5' (Type 2A) With 1 Anchor
Const. Guard Rail-650' (Type 2A) With 1 Anchor
Const. Type 2 Fence
Access Control Line
OLD OREGON TRAIL HIGHWAY
Const. Guard Rail-250' (Type 2A) With 1 Anchor
Const. Type 2 Fence
Const. Guard Rail-250' (Type 2A) With 1 Anchor
Access Control Line
Union Pacific R.R.
Pacific North
Sec 3
Sec 2
"EB" 1375+98 Inst. 36" Irrig Pipe-340' Tr. Exc. 279 C.Y.
"EB" 1383+56 Const. Type "G-2MA" Inlet Inst. 15" Culv Pipe-136'
"EB" 1382+72 Const. 12'x6' R.C.B.C.-289' Cl. "A" Conc. 412 C.Y. Reinforcement 69,280 lbs. Tr. Exc. 200 C.Y. Drg. Nos. 9796 & 22643
Bridge No. 8528 & 8528A Const. "M" Line O-Xing Structures Roadway Width-42' For Drg. Nos. See Sht.
"FR" 1391+03.97 POT.
"EB" 1388+50.00 POT.
"FR" 1392+31 Inst. 18" Culv Pipe-78' Tr. Exc. 21 C.Y.
"EB" 1388+11 (Med) Const. Type "G-2MA" Inlet Inst. 12" Culv Pipe-50' Inst. 36" Culv Pipe-238' Tr. Exc. 207 C.Y. Const. Inlet Ditch "V" Bottom, 2:1 Sl. Ditch Exc.-27 C.Y.
Note: Const. Earth Berms Shown Thus: For Dtls. See Sht. 2C-A
"EB" 1394+70 Inst. 36" Culv Pipe-334' Tr. Exc. 257 C.Y.
Note: C
Finish Grade, 12' Lt. "WB" ℄ & 12' Rt. "EB" ℄
Subgrade, 12' Lt. "WB" ℄ & 12' Rt. "EB" ℄
Selected Subgrade Material
Ground Line at "WB" ℄
Ground Line at "EB" ℄
+61.50 "EB"
+60.50 "WB"
+30.50 "WB"
+30.50 "EB"
2:1 Slopes
-0.2956
+00 "EB" 2583.30
+00 "WB" 2583.86
Subgrade
2590
2560
Exc. 2030
Emb. 2030 (Selected Topsoil)
LOCATION "A"
1375
1380
1385
1390
Exc. 1617
Emb. 784 (Selected Topsoil)

ig. On-ramp $265,000

New proposal in red $350,000 + R/W 1-5-78

rgn $450,000
ramp = 150,000
pr = 85,000
~~$685,000~~
750,000


DETOUR
For Plan See Sheet 6 & 7
2560
2550
2540
2530
2590
2580
2570
2560
2566.67
2566.67
2582.48
2582.63
Finish Grade at ℄
+0.0328
18"
15"
0.00
120 V.C.
+4.2730
440 V.C.
Subgrade
Selected Subgrade Mat'l.
Ground Line at ℄
1+35.73
+10
+80
+05
"M" LINE
For Plan See Sheet 5
1390
1395
30
35
Sheets 4 & 5
Grade at ℄
Sub
2573.78
800 V.C.
Ground Line at ℄
-0.954
14½"
-1.9785
80 V.C.
0.00
2566.67
2566.67
15"
18"
-3.80
80 V.C.
0.00
2555.27
150 V.C.
Selected Subgrade Mat'l.
+00
+00
+53.97
+50
+00
2580
2570
2560
2550
2540
"FR" LINE
For Plan See Shts 4 & 5
1375
1380
1385
1390

80N

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Equitable Center, Suite 100
530 Center, NE.
Salem, Oregon 97301

DATE: January ~~5~~ 12, 1978

In reply refer to: HA-OR

SUBJECT: Oregon Project [redacted]7(-)
Request for Additional Access
[redacted]

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

Your request for additional access points at the existing Nelson Point Interchange is approved with FAI funding. Normal project advancement procedures including environmental assessment requirements will apply.

Of the two plans you have tentatively evaluated, we believe Plan II is the more desirable from an operational and safety standpoint. As you continue to evaluate alternatives the feasibility of locating the northbound on-ramp closer to the crossroad structure should also be examined.

for G. L. Green

RECEIVED
JAN 12 1978
LOCATION SECTION

NOTED - W. H. [illegible]

NOTED
E. S. HUNTER

NOTED
N. HACKLEMAN

1 Versteeg
2 Christensen
George
2 Olson
3 Torgin
Sullivan
Scott
Savage

RECEIVED
JAN 0 9 1978
ENGINEERING SECTION

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TECHNICAL SERVICES
JAN 6 '78
REFER TO Versteeg -
FOR

Info	Invest	R/D	D/R	Sign	Ans	File
✓						

cf Moehring
Schwartz
1-9-78

1-12-78
New design along this line prepared + sent to Region for comments. Copies to Location + FHWA. Cost Est. $750,000

Swan preparing letter to Comm. to get on 6 Year Program

NOTED
G. C. WILLS

8773

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 14, 1977

NOTED
E. S. HUNTER

Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Nelson Point Interchange
Old Oregon Trail Highway (I-80N)
Baker County

On September 30, 1977, we submitted a proposal for adding two ramps to the partial interchange near Nelson Point. It has come to our attention that there might be some objections from a safety standpoint to the southbound off ramp entering a two way frontage road. As a result we have developed an alternate design which provides a diamond type southbound off ramp at the frontage road crossing near Station 1388. A copy of this design is attached and is labeled Plan 2. It will cost about $150,000 more to construct plus the problem of dealing with the railroad for right of way. This cost will be somewhat offset by the fact that less of the frontage road will require maintenance due to heavy truck usage.

If the additional cost of the diamond ramp, Plan 2, is acceptable we would recommend it be constructed. If not, then the original off ramp farther north is suggested since in this particular case it would not be hazardous. Traffic is light and will be mostly repeaters. Those northbound on the frontage road will be headed for the local accesses since they would have already passed the signing for the freeway northbound back at the cross road.

RECEIVED
TECHNICAL SERVICES
OCT 17 '77
REFER TO
FOR

Info	Inve	R/D	D/R	ign	Act	File

The attached photo looking northerly shows the area during construction.

The site of the proposed cement plant can be seen center-left in the photo.

Very truly yours,

J. H. Versteeg
Head of Engineering

DNS:az
cc: E. S. Hunter
F. E. Terpin
W. E. Schwartz
L. E. George

8973

September 30, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Nelson Point Interchange
Old Oregon Trail Highway (I-80N)
Baker County
Your File HA.5-OR

This is in response to the request for additional information to support the proposal for adding two ramps to the partial interchange near Nelson Point at M.P. 330.67 on I-80N.

The site of the $40- to $50 million Oregon Portland Cement Plant is adjacent to I-80N near Nelson Point. Construction of the plant is under way and is scheduled to be completed in late 1979.

During the two-year construction period, there will be 300+ construction workers employed at the site. In addition to this traffic, trucks will continue to haul material from the Nelson Point Quarry to the existing plant at Lime for processing. When the Nelson Point Cement Plant is in operation, it is estimated it will generate 12,000 annual truck trips for cement distribution. Employee, maintenance, visitors, suppliers, and service trips to the plant are expected to more than double the present interchange use.

Partial interchanges have historically had an unfavorable accident record. Because of the potential for serious accidents and the encouragement of bad driving habits by the public, these partial interchanges should be completed if the need exists and the costs are reasonable. The partial Nelson Point Interchange has a potential for serious accidents. It will be tempting, and dangerous, for someone (be it employee, customer, visitor or supplier) to use either of the existing ramps illegally. By using the ramps illegally, they would avoid many miles of out-of-direction travel over a narrow frontage road with the attendant hazards.

The existing frontage road provides hazardous and limited service to this modern multimillion-dollar manufacturing facility. Traffic coming from the west (eastbound on I-80N) has been the biggest problem. They must exit at Durkee and travel five miles on the narrow frontage road. At Durkee, they must cross two Union Pacific tracks at grade. This route is narrow (22 feet wide) and has one bad hazardous "S" curve under the Union Pacific mainline tracks. At this "S" curve, sight distance is very limited and it has been necessary to sign the undercrossing for one-way traffic. There is a potential for serious accidents at three locations on this frontage road for all eastbound traffic exiting at Durkee destined for the Nelson Point Cement Plant.

There are presently four school bus trips a day over the existing frontage road from Durkee. If the proposed ramps were constructed, the school bus trips would continue to serve the properties along this local facility, but would not have the added conflict generated by the through traffic that would otherwise have to use this hazardous facility.

Energy conservation will be obtained by the elimination of out-of-direction travel. There are and will continue to be delays of up to an hour at the Union Pacific Railroad track crossing near Durkee. The continued use of this five-mile frontage road will result in excess wear and premature replacement of tires and truck front-end components. Supplies and replacements from the west would arrive more expeditiously if the interchange ramps were added.

These ramps can be added to the present partial interchange at an estimated cost of $450,000. There are no significant right-of-way requirements, drainage problems, or environmental impacts. If these ramps are not constructed, it will be necessary to expend $350,000 of public funds for a minimum overlay on the existing frontage road. This expenditure of $350,000 would not eliminate any of the hazardous conditions previously identified on the frontal road.

The proposed interchange revision is critical to the full economical development of the area, to the realization of the full economical potential of the cement plant and to the generation of maximum employment opportunities.

The benefits to the public in the area of safety, energy conservation, service and economic development clearly justify the completion of the two additional ramps and provide for a fully directional interchange. Time is very important to the development of a full interchange. Your early approval is requested.

Very truly yours,

E. S. Hunter
Technical Services Engineer

Enc.

bc F. B. Klaboe   J. H. Versteeg   L. E. George
Frank Terpin   W. E. Schwartz

JHV:jh   ja

1859

**OREGON STATE
HIGHWAY DIVISION**

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 26, 1977

NOTED
E. S. HUNTER
8-31-77
cy Versteeg

RECEIVED
STATE HWY ENGR
AUG 29 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Mr. George Hiatt
Baker City Manager
City Hall
Baker, Oregon 97814

Dear George:

Support from the Baker City Council for the proposal to create a full interchange at Plano Road, near Nelson Point, has been received and duly noted by this office. A copy of your letter will be furnished to our Salem office.

Before any action can be taken on this proposal, we must first obtain the concurrence of the Federal Highway Administration for a change to the present access. This request has been made.

We have also prepared preliminary cost estimates and are currently exploring funding possibilities. I am sure you are well aware of our current funding problems.

Because of the City's interest in the project, we will keep you abreast of any developments.

Sincerely,

W. E. Schwartz
Regional Engineer

WES:sh

cc E. S. Coulter w/attachment

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ROAD
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Requires Reply
Requires Approval
Receiver Keep
Central File
Return To
Bring up
Other

Form 81-734-3123

"Center of Oregon's Adventureland"

CITY OF BAKER OREGON

P.O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

August 24, 1977

☑ RE ☐ RCE ☐ RSE ☐ RME

☑ ROE AUG 26 1977 ☐

☐ RDE RECEIVED REGIONAL OFFICE ☐

Mr. W. E. Schwartz
Regional Engineer
Highway Division
Department of Transportation
Box 850
La Grande, Oregon 97850

Dear Sir:

The City Council of the City of Baker, at the regular meeting of August 23, 1977, went on record, by unanimous vote, to support the request of Baker County Court that on-off ramps be added to the Plano Road underpass near Nelson Point on I80N in order to facilitate west-bound traffic to be generated by the Oregon-Portland Cement Company project now under construction.

Safety of the traveling public in the Durkee area would be greatly enhanced if these on-off ramps were installed. Thank you for your consideration.

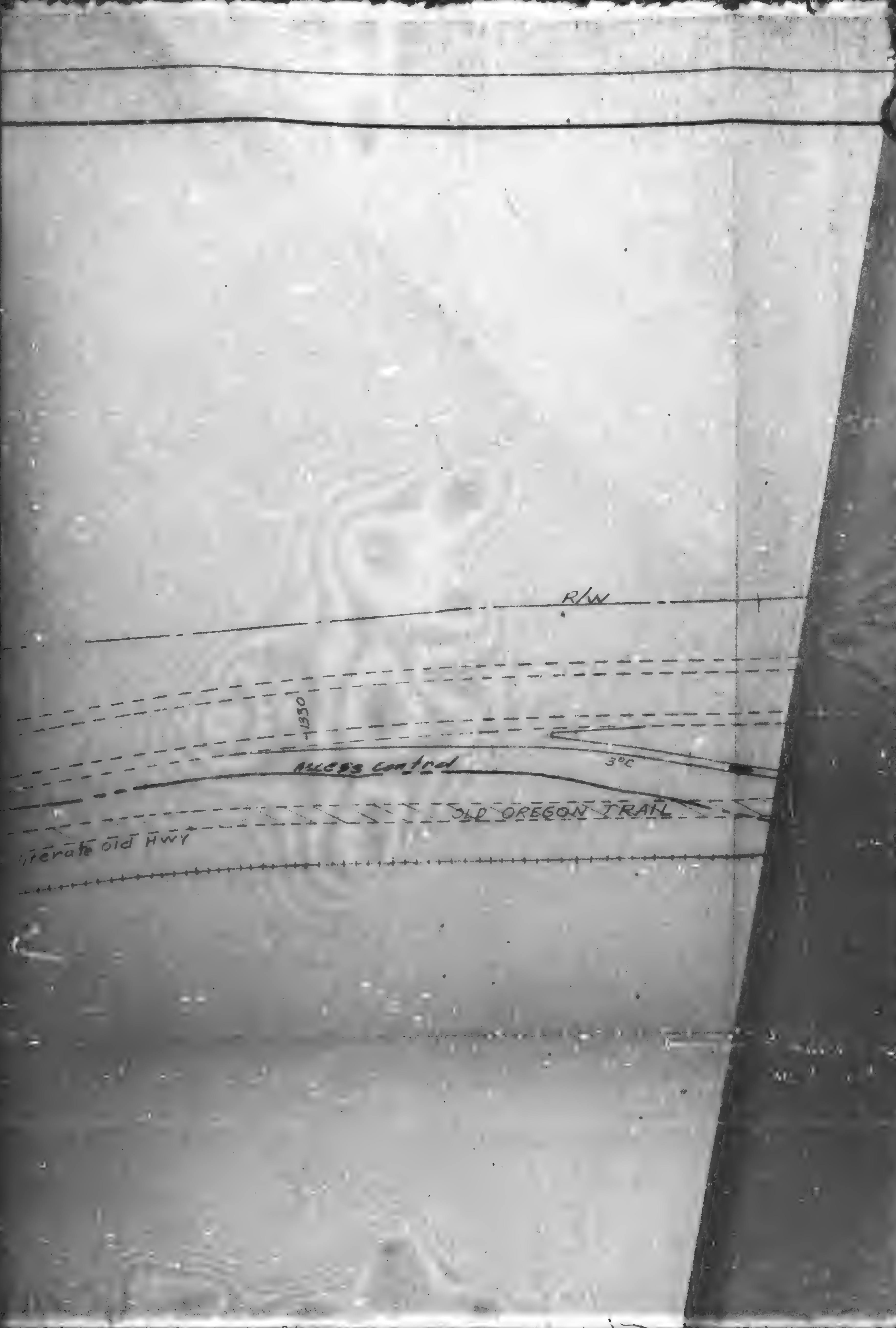
Sincerely yours,

George O Hiatt

George O. Hiatt
City Manager

GOH:kjw

4 Mi. Durkee
1320
Farm access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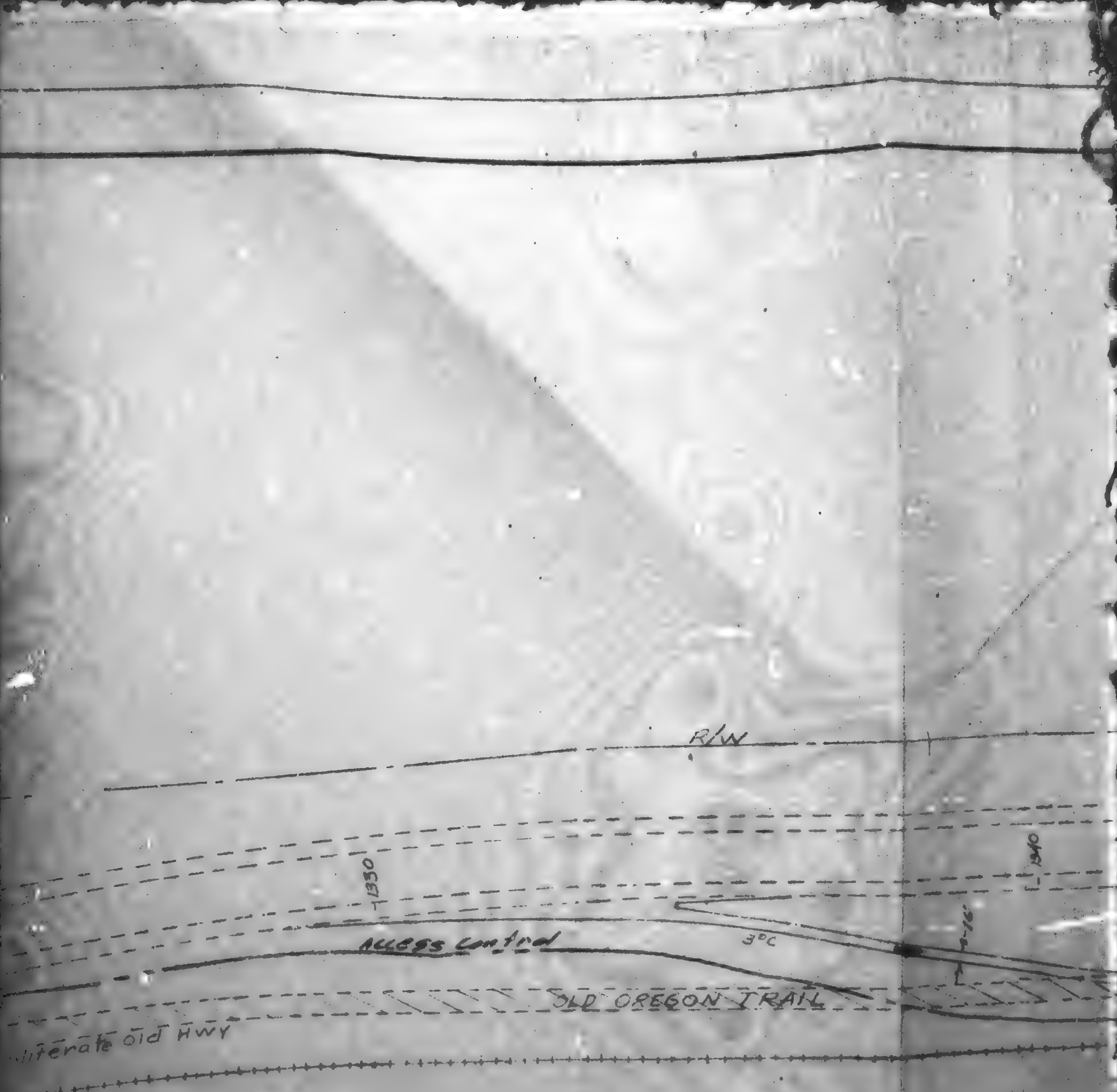
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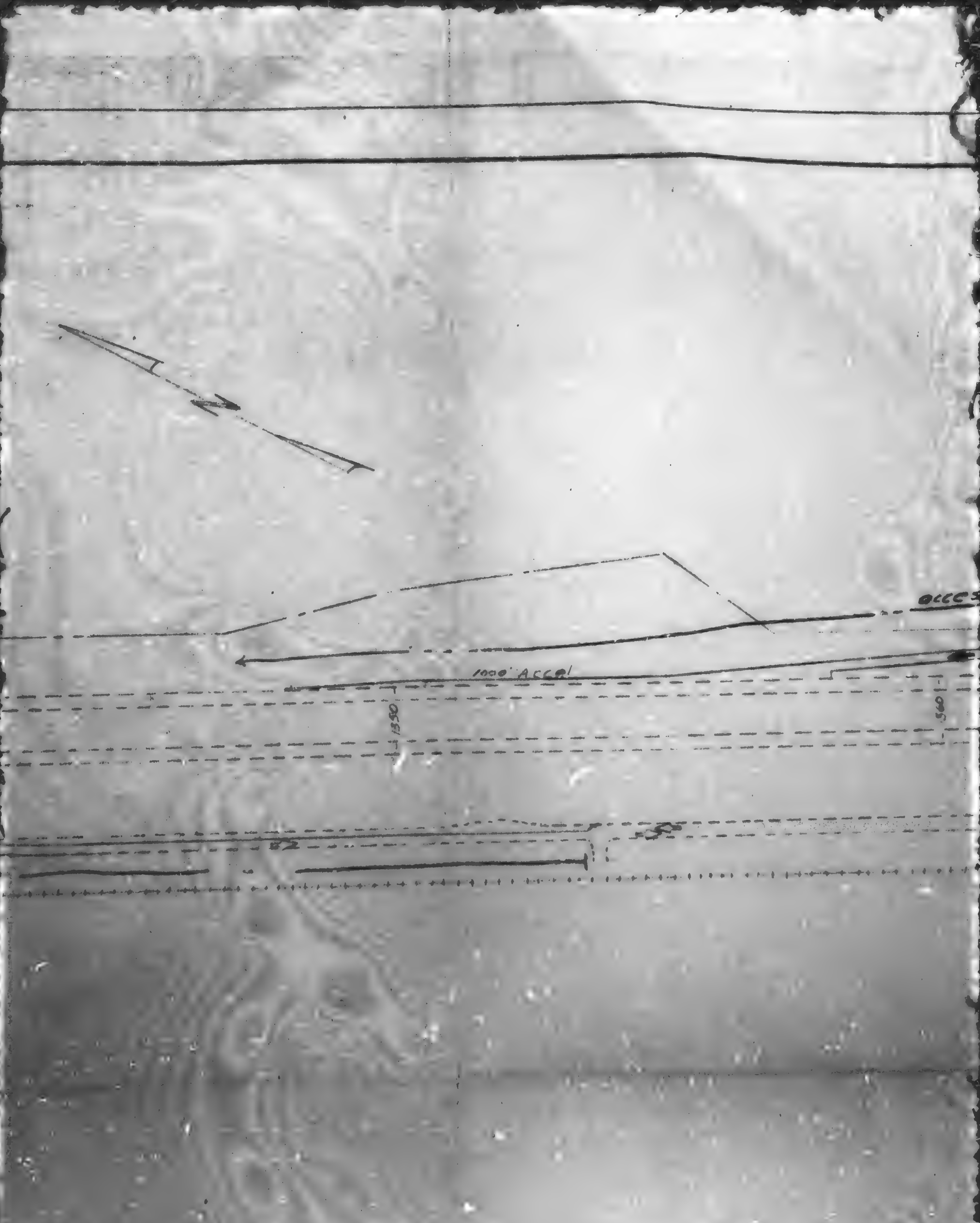

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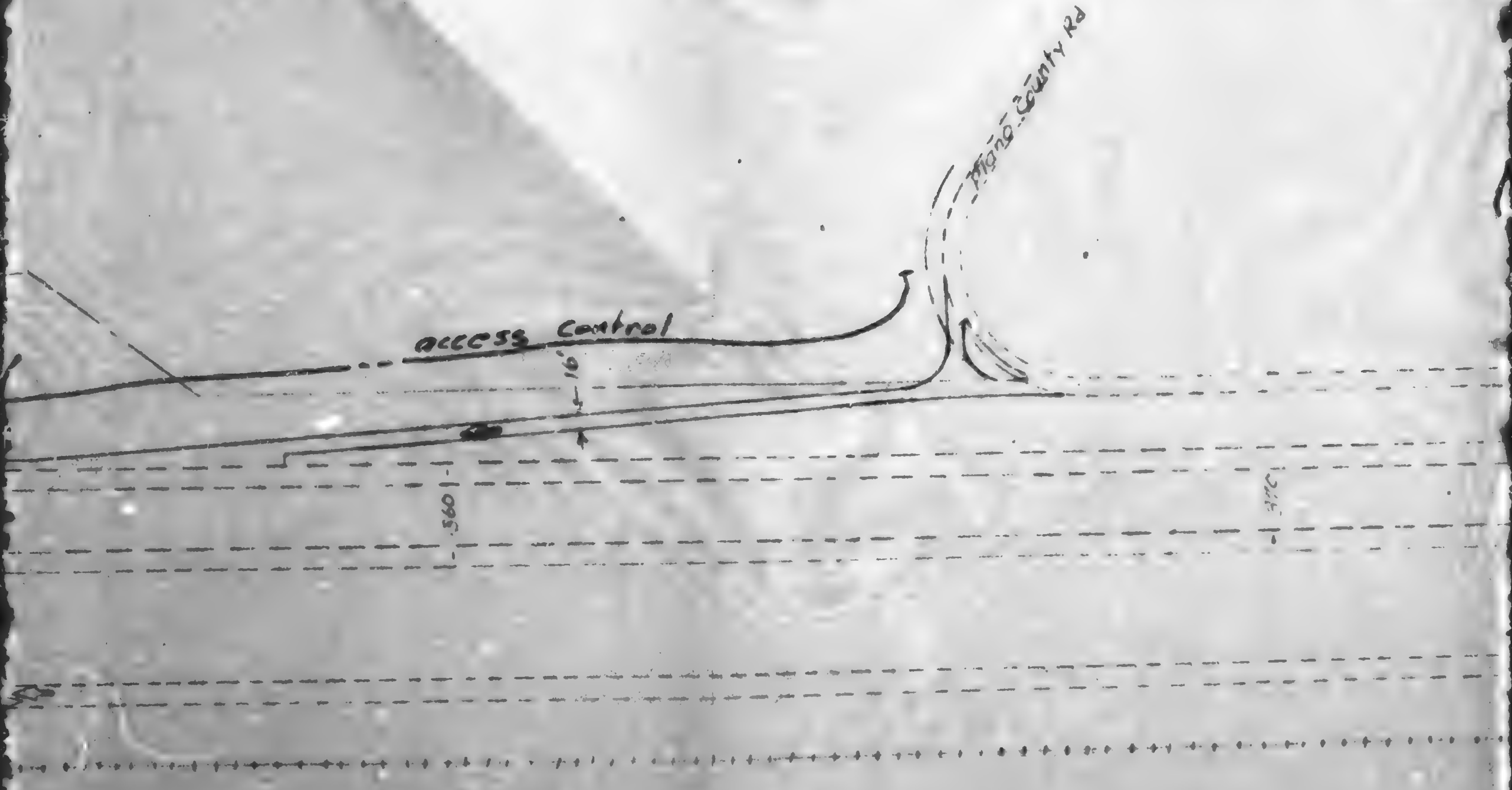
Plano County Rd
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BUBBS RANCH-WEATHERBY SEC OREGON TRAIL HWY BAKER COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
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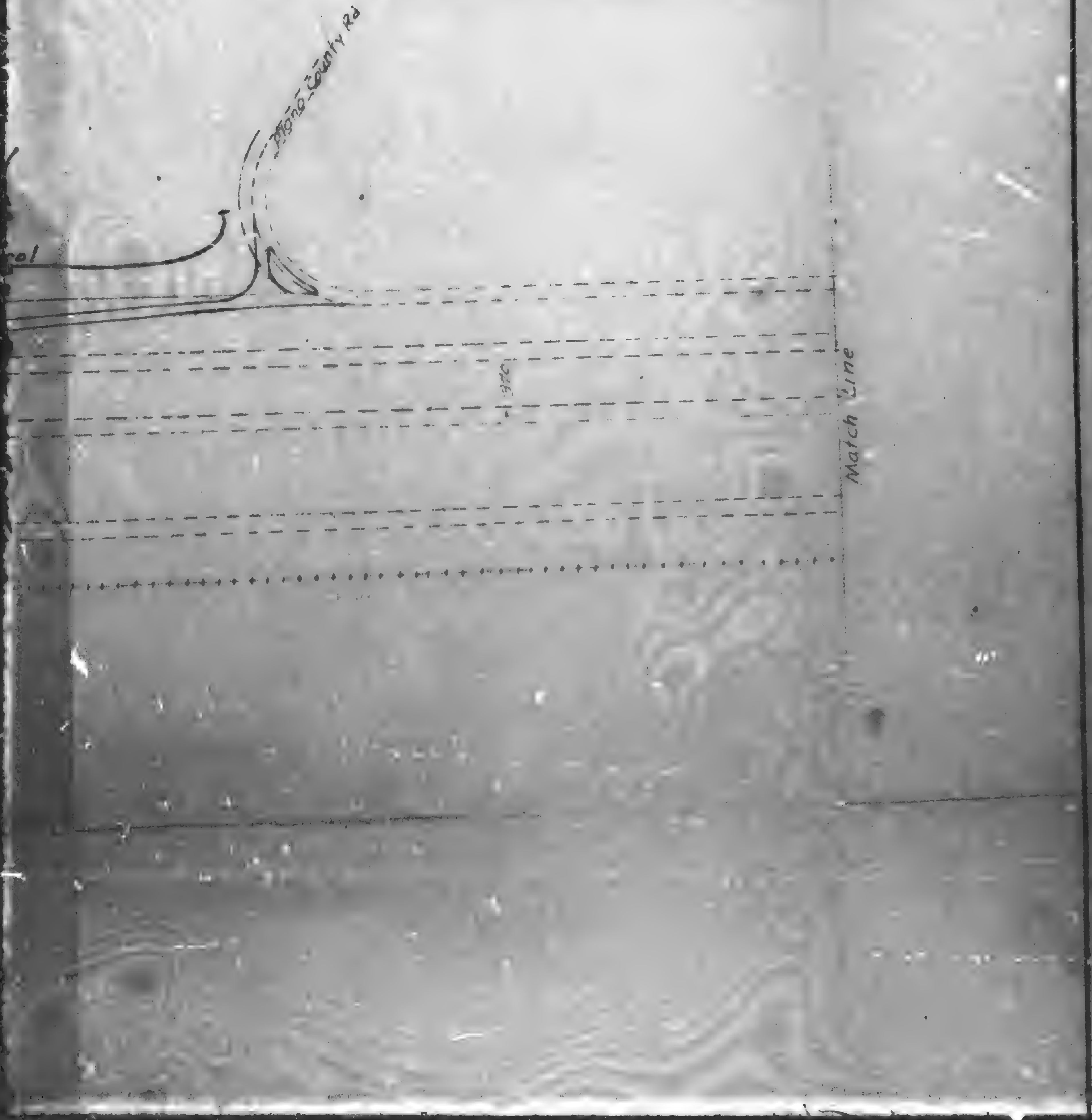
Standard Interchange Layout Sheet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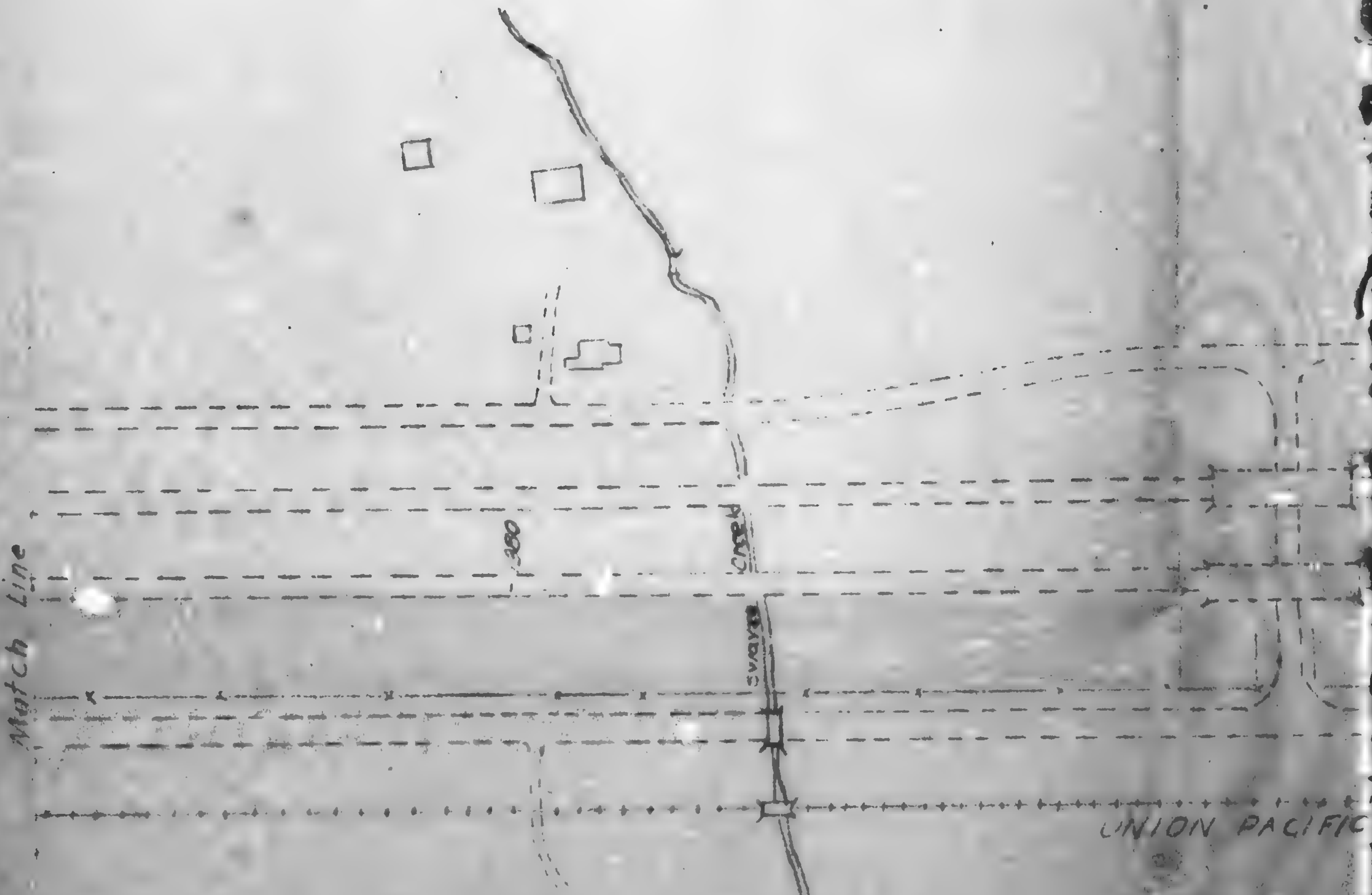
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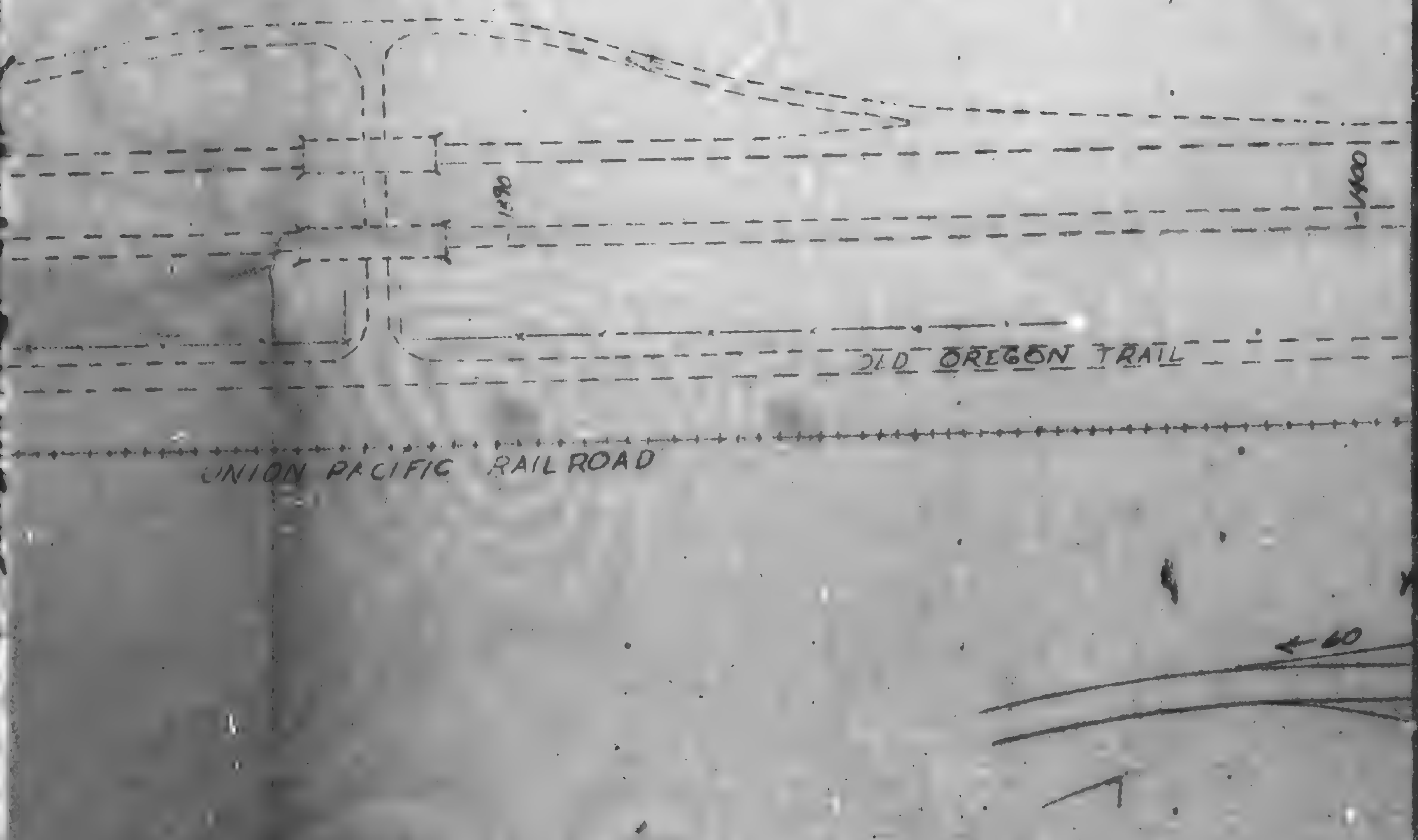
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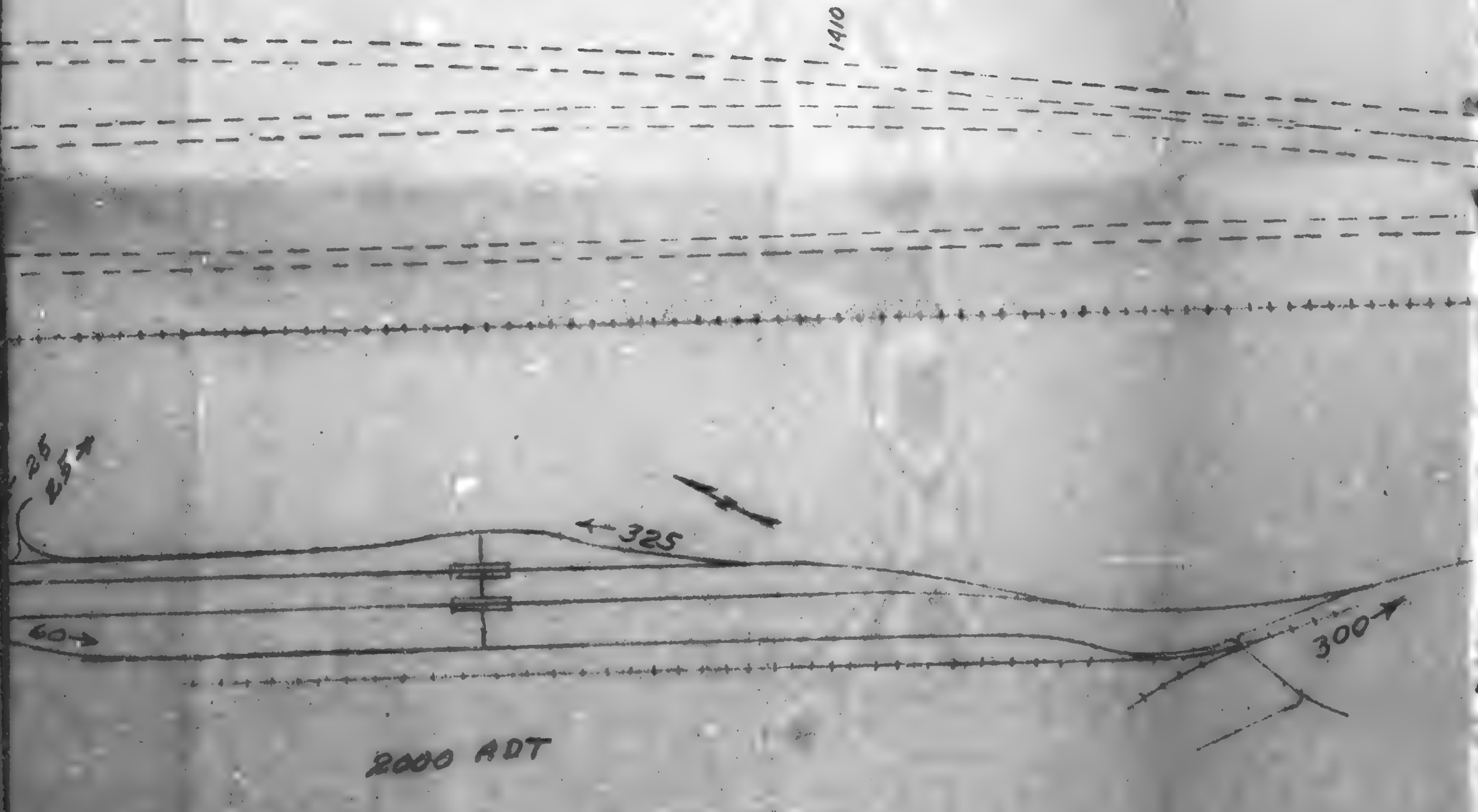
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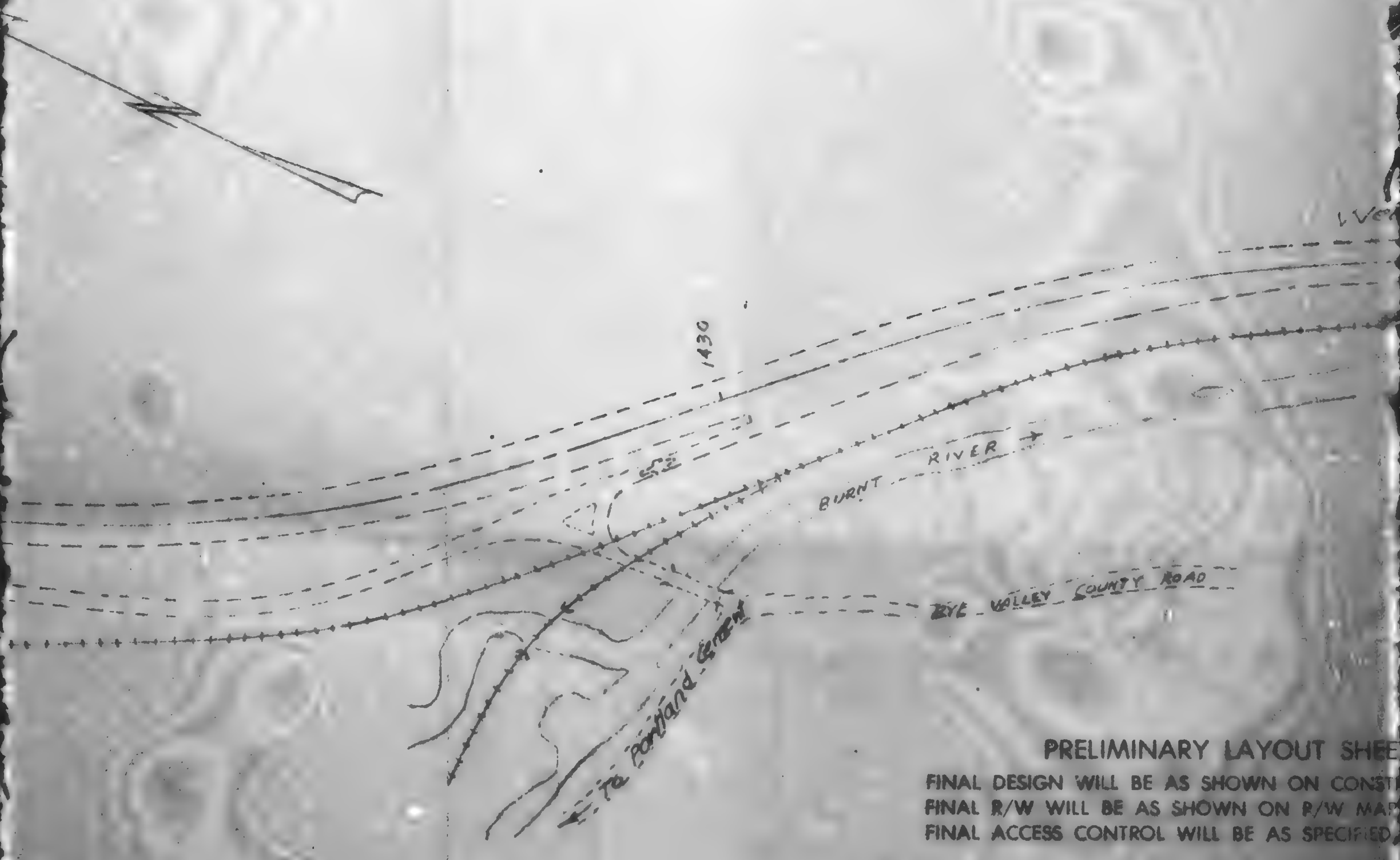
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BURNT RIVER
RYE VALLEY COUNTY ROAD
To Portland Cement

PRELIMINARY LAYOUT SHEE

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FINAL R/W WILL BE AS SHOWN ON R/W MA
FINAL ACCESS CONTROL WILL BE AS SPECIFIED

DATE	REVISION	BY

NELSON INTERCHAN
I-80N HIGHWAY
SCALE BAKER COUNTY MILE
1" = 200' **Date** 9-77 **Signature**

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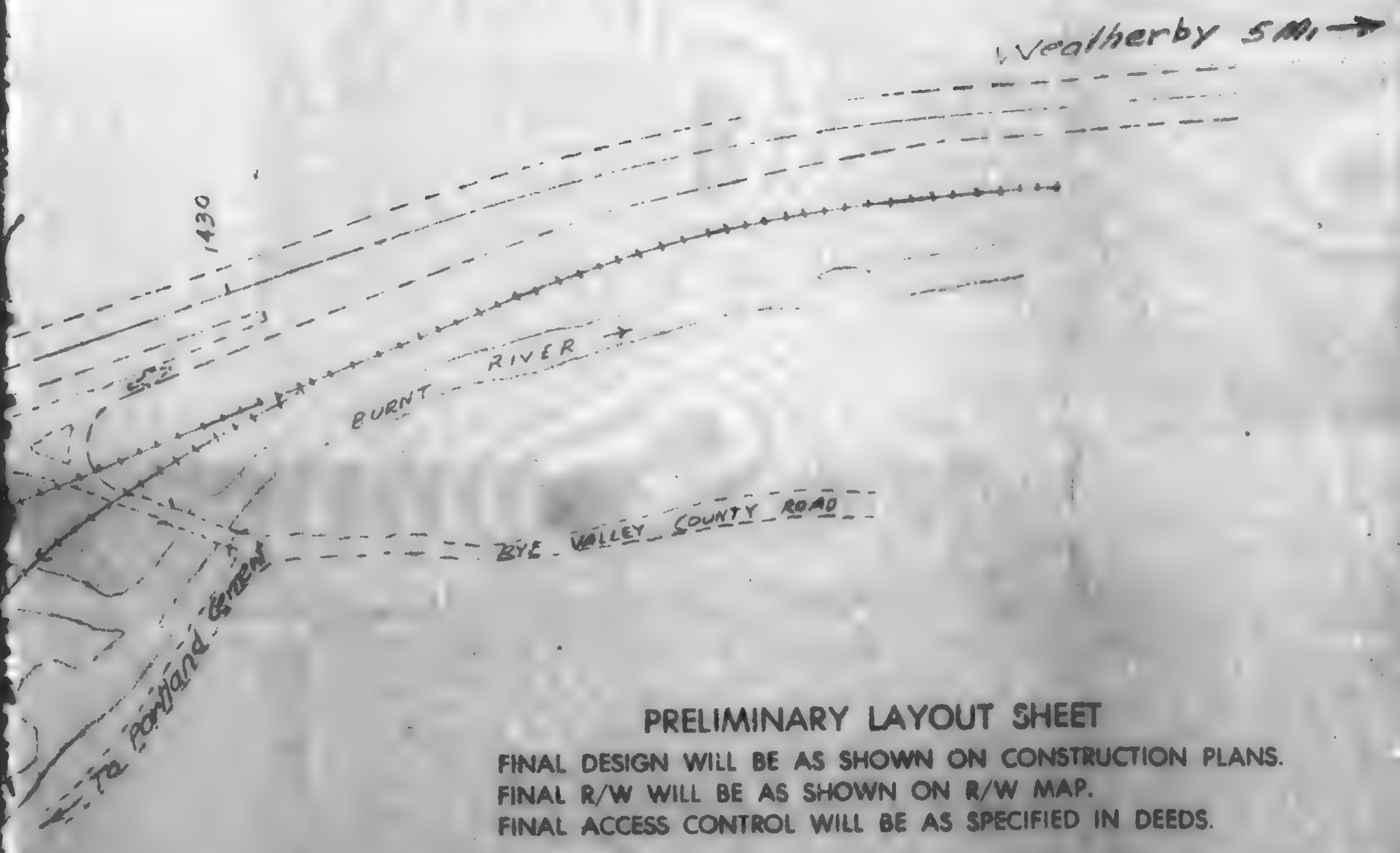
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BURNT RIVER
BYE VALLEY COUNTY ROAD
To Portland

PRELIMINARY LAYOUT SHEET

FINAL DESIGN WILL BE AS SHOWN ON CONSTRUCTION PLANS.
FINAL R/W WILL BE AS SHOWN ON R/W MAP.
FINAL ACCESS CONTROL WILL BE AS SPECIFIED IN DEEDS.

ISION	BY

NELSON INTERCHANGE
I-80N HIGHWAY
SCALE BAKER COUNTY MILE POST
1" = 200' Date 9-77 Signature C.P.

			Designer.
Submitted			Prelim Design Engr.
Approved			Design Engineer
"			Traffic Engineer
"			Bridge Engineer
"			Asst. Highway Eng'r.
"			U. S. B. P. R.

Nelson Point

1. additional use.
   Add 7 to 10 trucks off and on.
   New trailer park in Durkee could add more traffic quanity unknown at present.
   New plant could possible increase worker use from Baker area.

2. Primary hazard is from vehicles not making turnoff at Durkee that could go the wrong way on the eastbound on ramp.

3. Existing frontage road narrow, restricted sight distance)(signed one-way
   Has one way traffic at railroad separation.
   Has at grade crossing of railroad at Durkee.
   Has two trips daily with school bus.
   Railroad separation has restricted horz (20'6") and vert. (14'9") clearance. This could limit type of vehicle using frontage road, such as truck trains.
   Possible blockage of road at the at-grade crossing in Durkee.

4.

None identified, other than times the at grade crossing would be blocked or those vehicles that would miss the Durkee interchange and have to go on to Weatherby turnaround and come back (10½ miles).

Talked to Clayton Ansell to determine if he knew of any additional reasons for justification, he didn't know of any.

Talked to traffic about accident record at railroad separation. This data can probably be obtained, however it would take some time.

Frontage road from Durkee to Plano Interchange could require reconstruction and overlay if additional traffic uses the road.
Approx. 4 miles of 24 foot overlay 3 inches in depth would cost $350,000

8973

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: June 28, 1977

In reply refer to: HA.5-OR

SUBJECT: Oregon I-80N-7(-)
Nelson Point Interchange

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Reference is made to your June 24, 1977, letter requesting our comments about adding two ramps to this partial interchange. Ramps may be added to an existing partial interchange if such construction would eliminate existing or potential safety hazards and if the added access points are approved by the Federal Highway Administrator. Such added ramps could be eligible for Interstate funding.

We suggest that, if the proposal for the added ramps is advanced, your request to FHWA include an evaluation of:

1. anticipated additional use;
2. potential hazardous use of the existing partial interchange if provisions for all movements are not made;
3. hazardous conditions on the existing frontage road;
4. energy conservation.

for Velach
G. L. Green

1 Versteeg
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RECEIVED
JUL 05 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
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STATE HWY ENGR
JUN 29 '77
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
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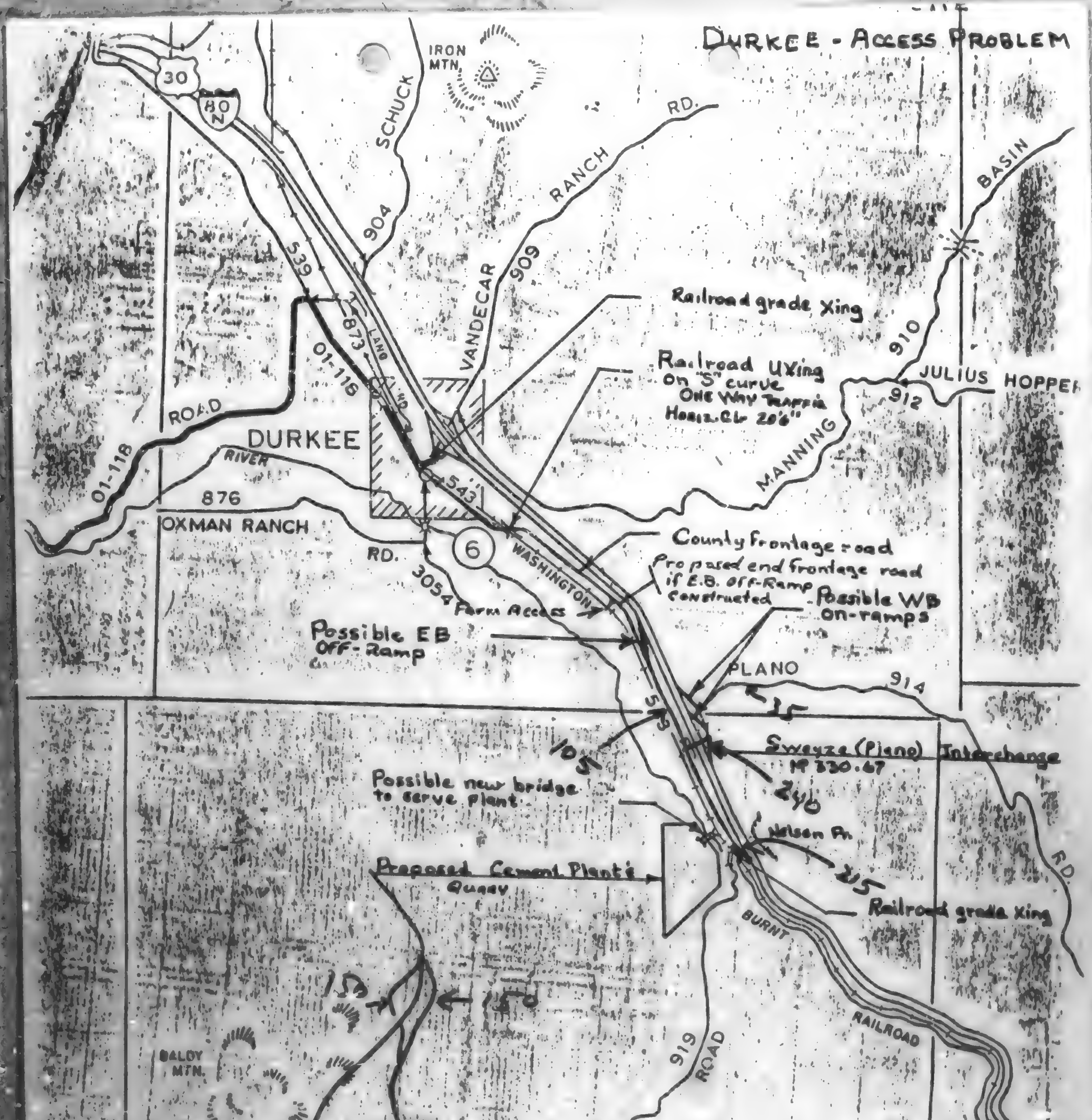
7-1-77
Versteeg
Also work up a pitch for completion of the interchange.
EH.

Please follow up w/ approval.-


DURKEE - ACCESS PROBLEM
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3054 Farm Access
WASHINGTON
Railroad grade Xing
Railroad UXing on "S" curve ONE WAY TRAFFIC HORIZ. CL. 20'6"
County frontage road
Proposed end frontage road if E.B. Off-Ramp constructed
Possible WB on-ramps
Possible EB Off-Ramp
PLANO
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Possible new bridge to serve plant
Nelson Rn.
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Proposed Cement Plant's Quarry
Railroad grade Xing
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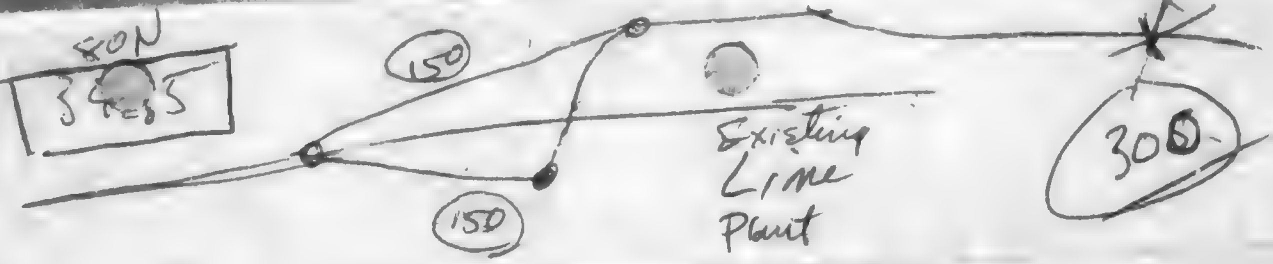
JUNIPER MTN.
FUR MTN.
WEATHERBY
3004 GALES RD.
Weatherby

Cl. W. Kemp 2-3-25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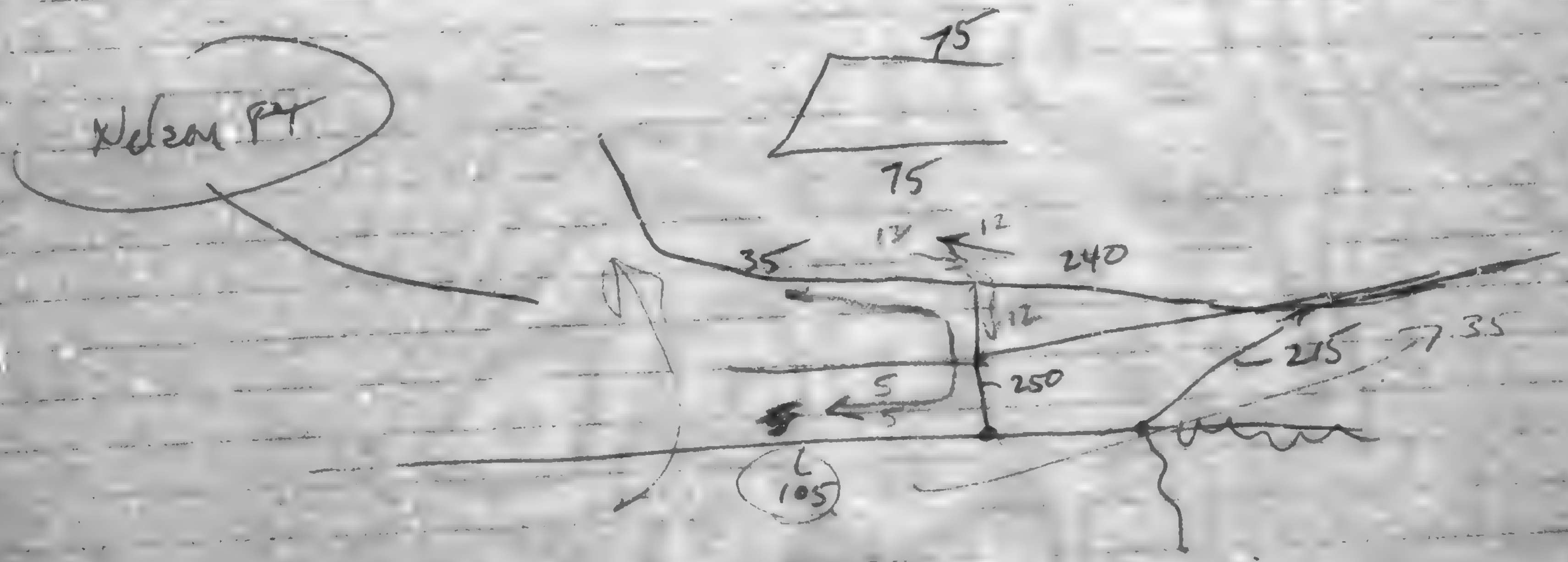
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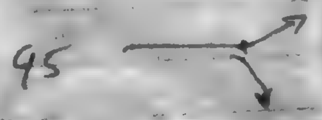

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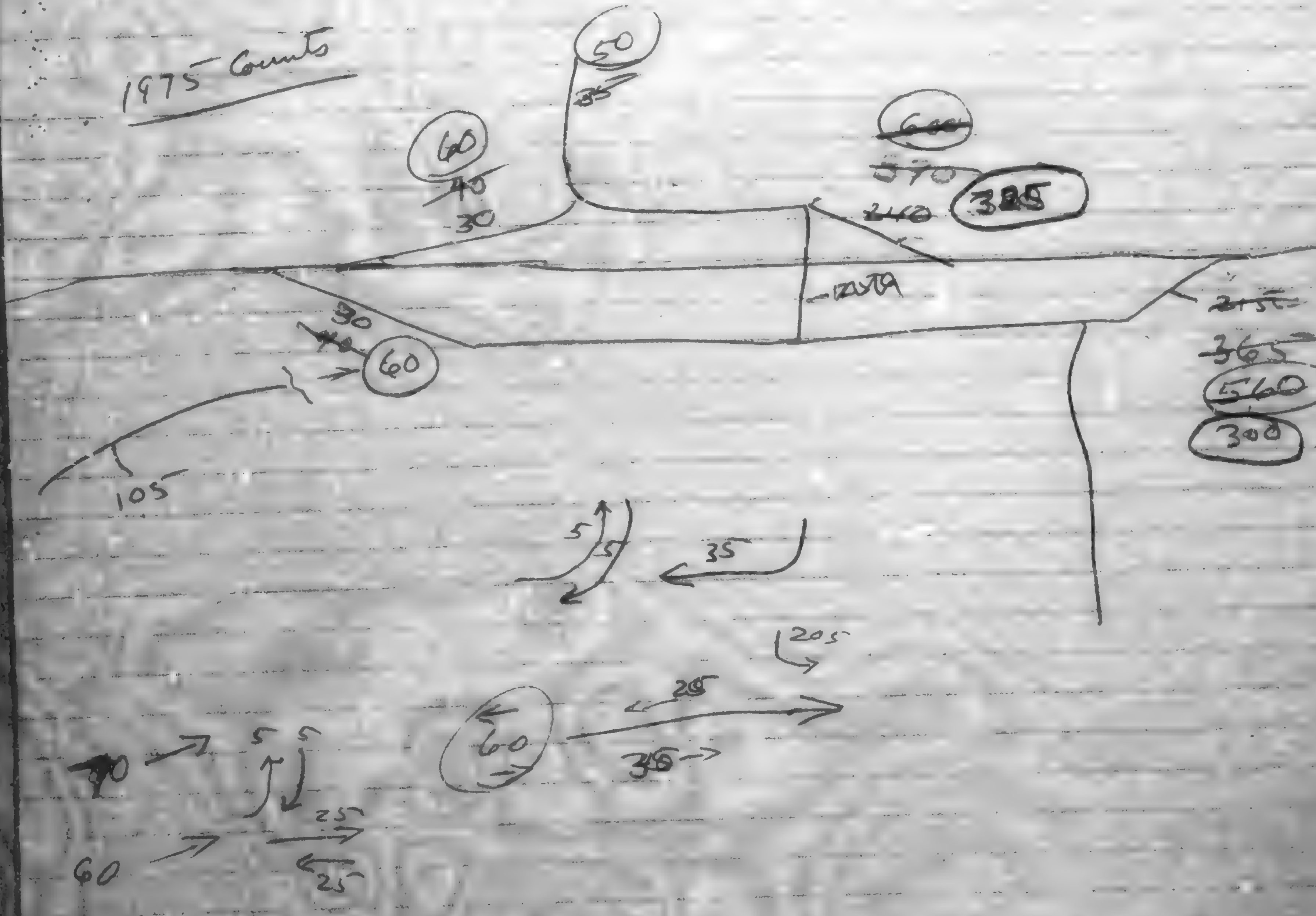
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8923

June 24, 1977

Mr. G. L. Green, Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

Nelson Point Interchange
I-80N, Baker County

The Oregon State Highway Division has been approached by the Oregon Portland Cement Company regarding the poor quality of access through the subject interchange to their quarry and proposed plant site. Oregon Portland Cement suggests that two ramps be constructed to complete this interchange, which now has only two ramps providing service to the east. Service to the west is currently provided by the Durkee Interchange and connecting frontage road. Durkee Interchange is about 3 1/4 miles westerly of the subject interchange.

Oregon Portland Cement Company is proposing a new plant at this site which will replace their operation at Lime. They state it will be more energy efficient and environmentally acceptable; both of these goals are in conformance with national and state goals.

We investigated the feasibility of improving the subject interchange to provide the desired service. The two ramps can be added within acceptable interstate standards; however since this design revision requires concurrence by your office, we are referring the matter to you for your comments prior to proceeding with discussions with Oregon Portland Cement. As indicated in previous discussions between E. J. Valach and C. C. Wills, your comments on possible approval of the ramps as an addition to the Interstate System and the possibility of eligibility for Interstate funding would aid the Highway Division in future discussions with Oregon Portland Cement Company.

Further details are available in the Location Engineer's office if required.

Very truly yours,

H. S. Coulter
State Highway Engineer

bc E. S. Hunter
Frank Terpin
D. E. Swan
W. E. Schwartz

GCW:jp:ab

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

June 22, 1977

FROM: George C. Wills George C. Wills
Location Field Engineer

SUBJECT: Nelson Point Interchange
I-80N, Baker County

TO: H.S. Coulter
State Highway Engineer

The attached rough draft to the Federal Highway Administration asks for an opinion to support our negotiations with Portland Cement Company.

Informal discussions with the Federal Highway Administration indicate the possibility that addition of the two westerly ramps might receive approval; however, financing of the work with Interstate funds appears to be very unlikely. The work could be eligible under primary funding but public criticism for using these funds on the Interstate system could be intolerable.

At this stage, the only funding we could count on is State and Oregon Portland Cement Company finances. Baker County also seems to be involved in the scheming here in that Plano county road would be severed.

GCW:jp
Attachment

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

NOTED
H. S. COULTER

June 3, 1977

FROM: George C. Wills George C. Wills
Location Field Engineer

TO: FILE

SUBJECT: Additional Ramps
Nelson Point Interchange
I-80N
Baker County

We have completed our study and reconnaissance estimate for the eastbound off and westbound on ramps discussed in Dale Allen's March 29 letter to H. S. Coulter.

The basic ramps shown on the attached sketch map would cost approximately $425,000; however, there should be an additional $165,000 added to this cost for overlay of the existing ramps and frontage roads, as the original design did not anticipate the heavy truck traffic from the Oregon Portland Cement Company processing plant.

425,000
165,000
$590,000

8% = $47,200

Attachment

DB:mc

cc H. S. Coulter (w/att)
W. E. Schwartz "
W. N. Hackleman "

RECEIVED
JUN 7 1977
LOCATION SECTION

Try FHWA on to get their reaction to proposal. — Would completing this interchange be an uninappropriate addition to the Interstate system? If the addition can be determined to not be an inappropriate one, would it be eligible for FAI funds?

RECEIVED
STATE HWY ENGR
JUN 6 '77
REFER TO
G. Wills
FOR

Info	Inves	R/D	D/R	Sign	Act	File
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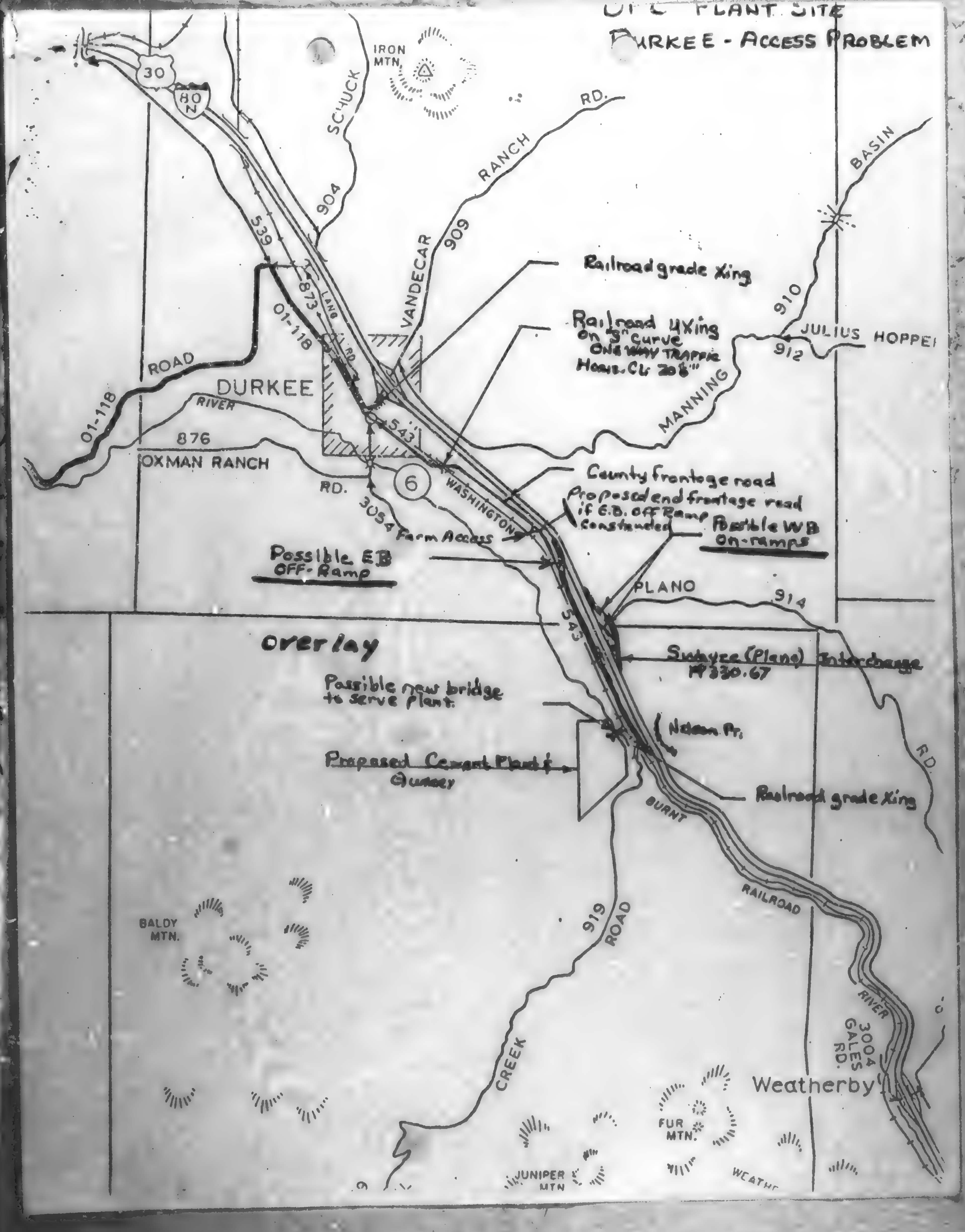
UPC PLANT SITE
DURKEE - ACCESS PROBLEM
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ROAD
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DURKEE
RIVER
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OXMAN RANCH
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WASHINGTON
3054 Farm Access
Railroad grade Xing
Railroad UXing on "S" curve ONE WAY TRAFFIC Horiz. Cl. 20'8"
County frontage road
Proposed end frontage road if E.B. off Ramp constructed
Possible WB on-ramps
Possible EB OFF-Ramp
PLANO
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overlay
Swayze (Plano) Interchange MP 330.67
Possible new bridge to serve plant.
Nelson Pt.
Proposed Cement Plant & Quarry
Railroad grade Xing
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BALDY MTN.
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JUNIPER MTN
WEATHE

3973

GENER FILES

2

NOTED
H. S. COULTER

OREGON TRANSPORTATION COMMISSION

OFFICE OF GLENN L. JACKSON • c/o Pacific Power and Light Co. • Medford, Oregon • 97501

ROBERT W. STRAUB
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
ROBERT L. MITCHELL, Secretary
Portland
TOM WALSH, Member
Portland
B. GORDON COLEMAN, Member
Eugene
MICHAEL P. HOLLERN, Member
Bend

April 14, 1977

Mr. K. T. Shipley, President
Oregon Portland Cement Company
111 S. E. Madison
Portland, Oregon 97214

Dear Ken:

I have been informed that Highway Division engineers in La Grande have met with your plant manager, Mr. Cooke, at the site of your proposed plant at Durkee to discuss the freeway access problem.

A quick review of the problem indicated that from a construction standpoint on and off ramps could be constructed near the locations mentioned in your March 14 letter.

The Highway Division would like to follow this up with a brief survey to determine an estimate of cost. With this information, a request can be submitted to the Federal Highway Administration for review. It would be helpful if you could furnish a copy of your proposed plant layout and traffic patterns. ✓

Upon completion of the survey and review by the Federal Highway Administration, the Highway Division will contact you to discuss the findings. It does appear that any justification for adding the on and off ramps would result from the improvements Oregon Portland Cement is making. Would you be willing to pick up any portion of the tab for these ramps?

Sincerely yours,

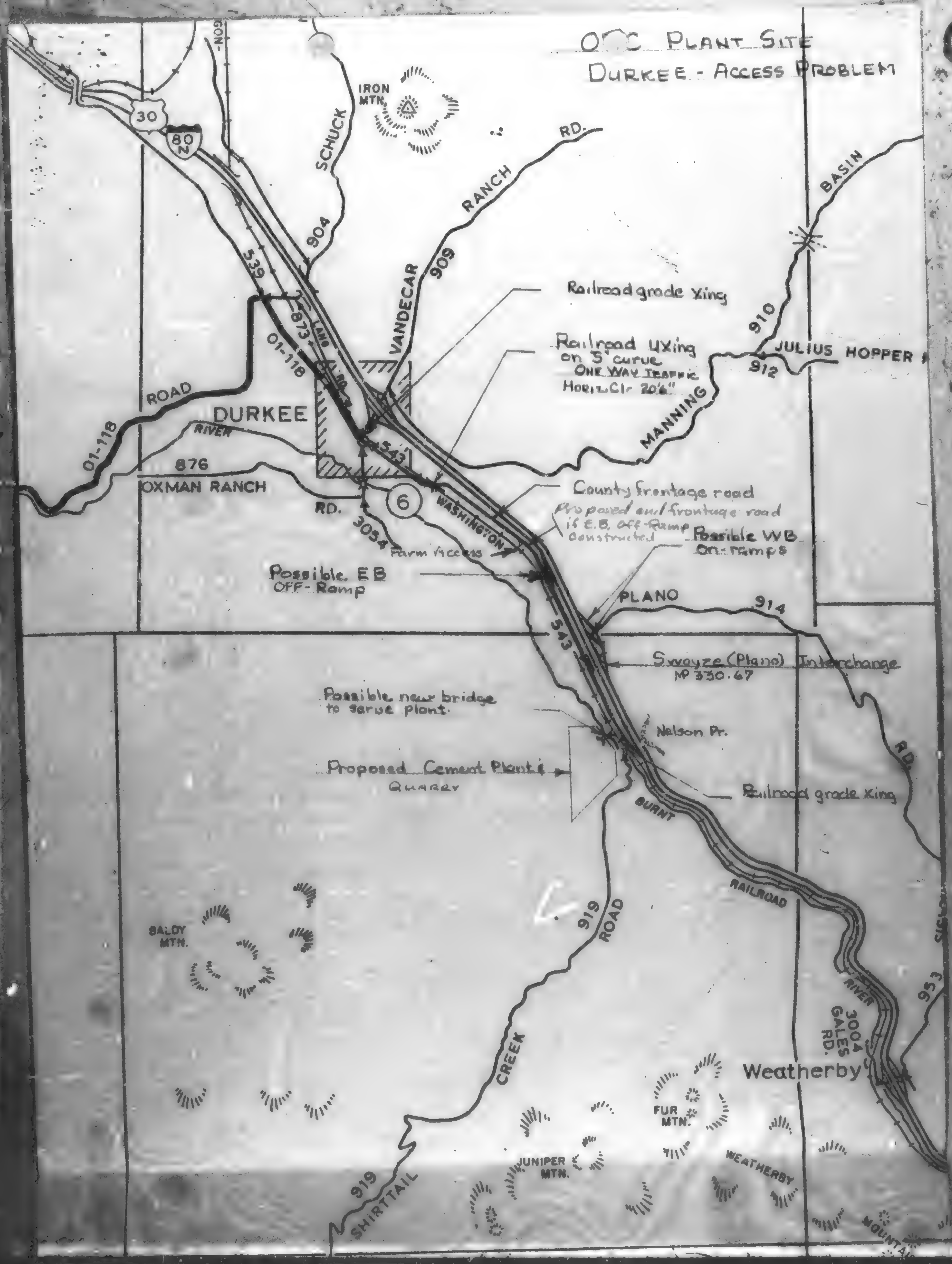
Glenn L. Jackson
Chairman

GLJ:cjk

4-15-77
cy Schwartz
Proceed w/ brief survey as discussed

RECEIVED
STATE HWY ENGR
APR 15 '77
REFER TO

FOR
Info | Inves | R/D | D/R | Sign | Act | File



O[illegible]C PLANT SITE
DURKEE - ACCESS PROBLEM

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WASHINGTON
BASIN
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JULIUS HOPPER
912
MANNING
PLANO
914
Railroad grade Xing
Railroad UXing on 'S' curve
ONE WAY TRAFFIC
HORIZ. CL. 20'6"
County frontage road
Proposed rail frontage road if E.B. off-ramp constructed
Possible WB On-ramps
Farm Access
Possible EB OFF-Ramp
Swayze (Plano) Interchange
MP 330.67
Possible new bridge to serve plant
Nelson Pr.
Proposed Cement Plant & Quarry
Railroad grade Xing
BURNT
RAILROAD
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GALES RD.
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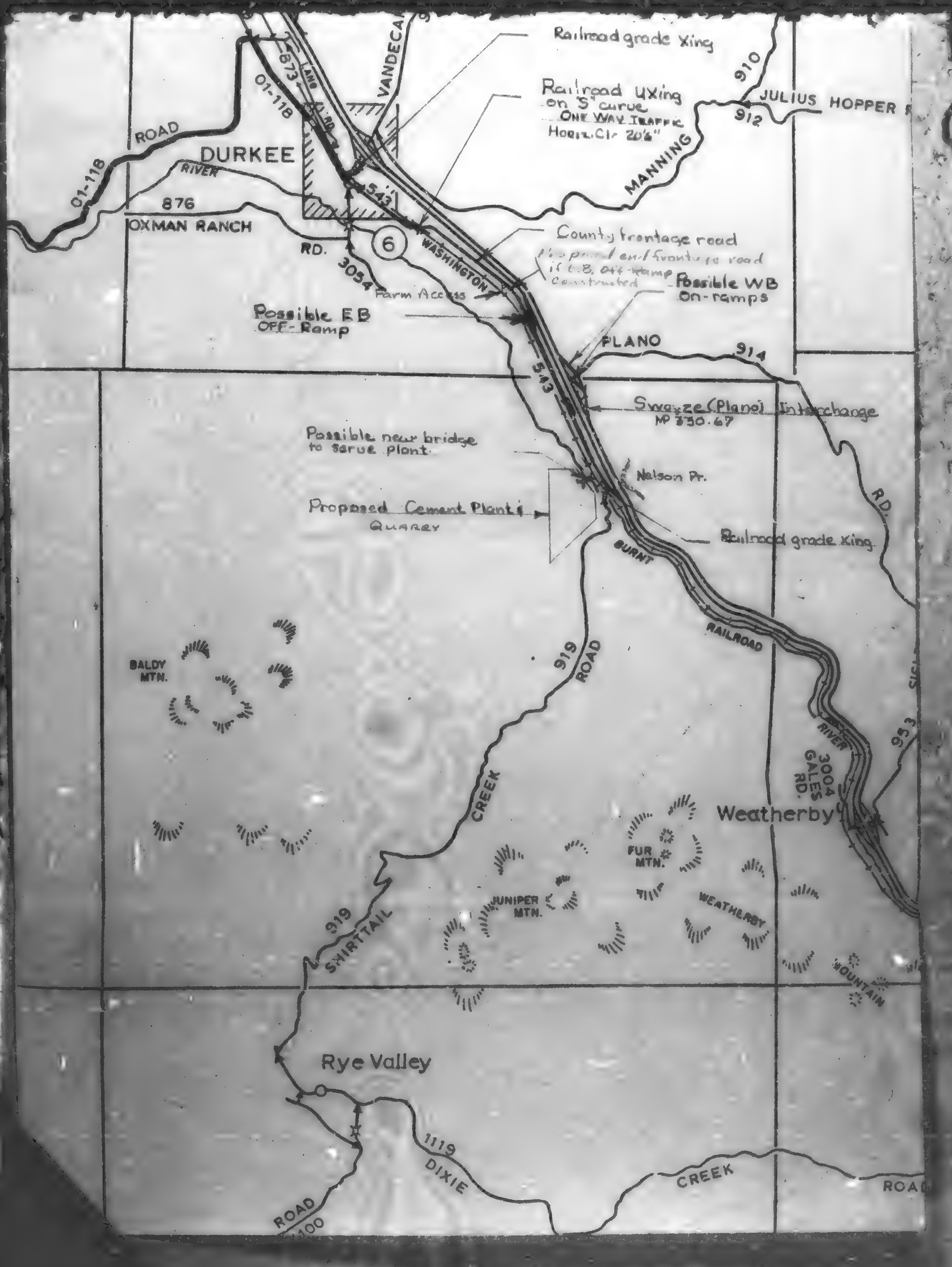
MOUNTAI


Railroad grade Xing
Railroad UXing on "S" curve
ONE WAY TRAFFIC
Horiz. Clr 20'6"
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JULIUS HOPPER
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MANNING
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LIME
01-118
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RIVER
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OXMAN RANCH
RD.
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3054
WASHINGTON
County frontage road
Proposed end frontage road if E.B. Off-Ramp constructed
Possible WB On-ramps
Farm Access
Possible EB OFF-Ramp
PLANO
914
543
Swayze (Plano) Interchange
MP 330.67
Possible new bridge to serve plant
Nelson Pr.
Proposed Cement Plant & Quarry
Railroad grade Xing
BURNT
RD.
RAILROAD
919
ROAD
BALDY MTN.
RIVER
3004
GALES RD.
953
CREEK
Weatherby
FUR MTN.
JUNIPER MTN.
WEATHERBY
MOUNTAIN
919
SHIRTTAIL
Rye Valley
1119
DIXIE
CREEK
ROAD
ROAD
100

1975 Needs additional Interchanges

Upgrading Existing Facilities

Experience gained from operation of freeways has indicated the need to either correct some elements already constructed or to add essential elements to work already constructed to provide a higher level of safety for the users of some estimate sections. The cost of such corrections or additional elements to provide a higher level of safety may be included in the estimate provided such work will qualify for approval as an Interstate System project under the provisions of FHPM 6-8-2-1, HIGHWAY SAFETY IMPROVEMENT PROGRAM; FHPM 6-2-1-1 DESIGN STANDARDS FOR FEDERAL-AID PROJECTS; and FHPM 6-2-3-2 USE OF CRASH CUSHIONS ON FEDERAL-AID HIGHWAYS. A deliberate move to reduce hazards to motorists, especially vehicles leaving the roadway out of control is to govern decisions tempered by engineering judgment, as to the acceptability for inclusion of costs for such work in the estimate.

Interchanges which have been constructed but do not provide for all traffic movements should be examined to determine if they pose actual or potential safety hazards from wrong-way traffic usage. If the safety hazard can be eliminated by the construction of additional ramps or frontage roads the cost of such construction may be included in the estimate, (subject to final approval by the Federal Highway Administrator of any added access points to the Interstate).

Existing freeways which were incorporated into the Interstate System on the basis that they met the then current standards and those estimate sections which were constructed or improved with FAI funds prior to October 1963 may be examined to determine if they are adequate to serve current traffic. Where such sections are found to be clearly inadequate links in the Interstate System and they qualify for approval as an Interstate project under the principles and/or provisions of IM 21-8-71 dated May 4, 1971, as in FHPM 6-3-2-4, and as further discussed under Item (c) on page 7, costs necessary for upgrading these sections may be included in this estimate if approved by the Washington office. Proposals for adding lanes on existing radial freeways must include information showing that consideration has been given to provision of priority lanes for buses and other high occupancy vehicles (HOV's) in conjunction with the highway improvement. Approval of additional lanes will be given only if provision is made for bus or other HOV priority use or if it is clearly shown that such operation is not feasible.

On completed Interstate System sections the costs to construct additional interchanges that were not specifically included in the 1975 Estimate or were not approved by the Federal Highway Administrator and found eligible for Interstate fund participation are not to be included in this estimate as FAI participating items. The Administrator will consider requests for additional interchanges where justified on the basis of currently needed service to public use facilities and major traffic generators (e.g. hospitals, education and recreation centers, employment centers and major terminals for complementary transportation modes.)

Intersecting and Other Local Roads

Crossroads, or local roads which are adjusted or relocated, are to be constructed to standards for the system of which the crossroad is a part. In addition to any necessary structure, the adjustment of a crossroad, including the grading, drainage, surfacing, etc., may be part of the Interstate improvement. The limits of the section to be included will be the points at which the new grade line reaches the normal ground line or the extremities of ramp terminal or pavement flares at interchanges.

Improvement of the crossroad to a greater number of through lanes, is to be included in the estimate only where it is a portion of a definitely planned improvement of substantial length to be accomplished in the near future or where added lanes on the crossroad are required for proper operation of the interchange.

When the Interstate highway improvement disrupts a local road and makes necessary the local road relocation, the construction of the relocated road may be included in this estimate if the cost of such relocation is less than the cost of otherwise maintaining or restoring local circulation, such as the construction of a grade separation.

Interchange Spacing

It is important that interchanges be located so as to properly discharge and receive traffic from other Interstate and Federal-aid system routes, or major arterial highways or streets. It is equally important that they not be spaced so closely as either to unnecessarily increase the cost of the System or interfere with the free flow and safety of traffic on the Interstate System.

Interchanges within urban areas should not be spaced closer than an average of two miles, in the suburban sections average not closer than four miles, and in rural sections average not closer than eight miles. Obviously, however, in consideration of varying nature of the highway, street or road systems with which the Interstate System must connect, the spacings between individual adjacent interchanges must vary considerably. In urban areas the minimum distance between adjacent interchanges should not be less than one mile, and in rural areas not less than three miles.

The cost of interchanges which were found justified and approved for inclusion in the 1975 Estimate, and those additional interchanges found justified and approved by FHWA subsequent to the 1975 Estimate, may be included in this estimate without additional documentation, provided the control conditions for which they were approved still apply. Where a State recommends that an additional interchange be provided and as a result the spacing to an adjacent interchange becomes less than the above-stated minimums, added documentation is required for justification concerning the volumes to be served and an acceptable basis of freeway operations. Where, after detail review by the division administrator and the regional administrator, such statements are found satisfactory and regional office approval is given, the interchanges may be included in the estimate. In the consideration of and justification for interchanges, use is to be made of the urban-suburban and suburban-rural limits assumed to exist by the design year (see "Traffic Lane Service Volumes," discussion on page 23) for determination of the applicable spacing.

State documentation for justification of an additional interchange normally will include the following information in addition to other data demonstrating public benefits or need:

(1) A statement of the type and condition of the crossroad including:

a. The system or regional plan of which it is a part.

b. ADT, current and design year; through and turning.

c. Number of existing traffic lanes and type of highway.

d. Probable number of traffic lanes for the design year.

e. Distance to and size of communities directly served.

f. Distances to the next interchange in each direction.

(2) An analysis of the crossroads, the other roads and streets in the area, and the relation of the interchange to them and to other interchanges to assure the ability of the said streets and roads to effectively collect and distribute Interstate highway traffic.

(3) The relationship of the interchange to adjacent interchanges of the Interstate highway and the acceptable merge and diverge lengths, and the ability to sign adequately.

(4) The existence of other roads or streets, or the probability of developing them generally parallel to the Interstate System, which could be used by Interstate highway traffic by way of interchanges other than the one under consideration in traveling to and from its origin or destination.

(5) A statement of the cost resulting from construction of the interchange, together with the estimated benefit-cost ratio.

(6) A special case where the interchange is clearly necessary to serve a compelling public need.

Lighting

Lighting of the Interstate System should be based on the AASHTO 1969 edition of AN INFORMATIONAL GUIDE FOR ROADWAY LIGHTING, 1972 IES/ANSI AMERICAN NATIONAL STANDARD PRACTICE FOR ROADWAY LIGHTING, FHPM 6-8-2-2 URBAN TRAFFIC OPERATIONS PROGRAM TO INCREASE CAPACITY AND SAFETY (TOPICS), May 17, 1972, FHWA Notice HIGH MAST LIGHTING, and FHWA Notice N5160.4 LIGHTING ON FEDERAL-AID HIGHWAYS dated May 22, 1974.

Major Corrective Work For Safety Rev. Justification

Work such as bridge widening, extensive regrading, redesign of existing basic geometrics, adding through or auxiliary lanes, rebuilding interchanges, changing type of existing median barriers and similar reconstruction is classed as major corrective work, and is not to be approved for Interstate fund financing until all of the requirements of PPM 21-16 have been met. These include the data for paragraphs 3b(2), 3c and 3h mentioned above and in addition the accident analysis requirements of paragraph 3b(1). The specific location or element proposed for correction is to be identified as hazardous based on an accident analysis for that project.

Documentation for support of FAI fund financing of major corrective work normally should include information on the five following items and in addition other available data demonstrating benefits or need:

1. A compilation of accident experience, normally for one year or more. Mere quotation of numbers of accidents or even a showing of accident locations on a layout sketch is insufficient. The accident information should include a collision diagram with a narrative discussion of

accident patterns and likely causal factors related to the site conditions. For some conditions documented observations of the operational characteristics at that location will help to identify causal factors.

2. Accident experience presented in support of the proposed work should be analyzed to show how the existing facility caused or contributed to it. A statistical analysis should be made to determine if the subject location or site of proposed improvement has a significantly higher accident rate than the average rate related to this specific highway condition or element.

3. There should be evaluation of likely alternate improvements and their estimated costs from which determination is made of the proposed improvement.

4. A cost effectiveness analysis should be prepared, showing expected reduction in accident costs after the improvement in relation to the cost of the improvement. In consideration of paragraph 3b(2) of PPM 21-16, it is desirable that work which is expected to return more benefits per dollar spent be performed before work offering less return.

5. It should be demonstrated that the proposed improvement ranks high on the priority list of safety improvements that could be made on Interstate highways in that State.

Upon satisfactory completion of the above type of supporting data and statements, it is expected that Public Roads approval for proposed projects will be given. However, in view of the need for uniformity in all FAI fund work, until further notice we request that all such proposals for major safety improvement projects be forwarded with your recommendations to the Washington Office of Engineering and Operations for review and determination of eligibility.

Safety work [illegible] Manual for
1974 [illegible] Fc

Safety Improvements on Existing Work

Costs should be included for correction on completed sections of the Interstate System of all those features, except those requiring major work, that are identified as hazardous in the February 1967 Special AASHO Report -- HIGHWAY DESIGN AND OPERATIONAL PRACTICES RELATED TO SAFETY, in accordance with the provisions of PPM 21-16 dated May 3, 1972. Costs for that work which is feasible and supportable, and is seriously planned to be undertaken within the remaining years of the Interstate program, should be included in this cost estimate. The general rule is to concentrate on and eliminate the isolated and least safe features of an existing Interstate highway which readily can be corrected without a large expenditure of funds.

In keeping with the legislative funding intent, FAI funds are not available for substantial reconstruction of basic highway elements and structures which were constructed as part of FAI funded projects. However, statewide high priority safety deficiences which are subject to practical corrections with assured benefits will be considered.

Costs for major corrective work involving such items as bridge widening, extensive regrading, or redesigning of existing basic geometrics may be included in the estimate on an individual basis and where the division engineer is in agreement with the State that such work does meet or will meet the requirements of PPM 21-16 at the time of PS&E approval. Generally, in such cases it is required that it be established that there is definite hazard based on accident experience, that expenditure of funds to correct the hazard is supportable on a cost effectiveness basis in comparison with other needed safety work in the State, that experience data assure the corrective steps will cure the problem and that the State has a serious intent to perform the work within the life of the program.

Costs for crash cushion installations which meet the requirements of PPM 21-16 and IM 40-5-72 dated November 8, 1972 may be included in the estimate.

Costs for widening crossroad separation structures over the Interstate roadways are not to be included in the estimate.

The estimated cost of work found eligible under IM 21-3-68 dated April 9, 1968, entitled, "Construction of Pavement Surfacing to Provide Safer Coefficient of Skid Resistance" is to be included in the estimate. This work is limited to cutting grooves in the surface of rigid pavements or constructing a thin overlay of bituminous material over rigid or flexible pavements. A thin overlay is considered to be an overlay less than 1½ inch in thickness.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

March 29, 1977

FROM: Dale D. Allen
Regional Construction Engineer

TO: H. S. Coulter
Highway Engineer

SALEM

SUBJECT: Request for Interchange by
Oregon Portland Cement Co.
Durkee Quarry Site

RECEIVED
STATE HWY ENGR
MAR 31 '77
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

On March 28, 1977, Pat Schwartz, George Strawn and I met with Richard E. Cooke, Plant Manager for Oregon Portland Cement Company, and Art Heward, General Manager for O. P. C., at the Durkee quarry.

We obtained the following information. The company has plans prepared to start construction of a $37 million cement plant in June of this year. The site of the plant is adjacent to I80-N at their quarry site opposite Nelson Point (four miles south of Durkee). They expect construction to take approximately two years and be completed in the summer of 1979.

Expected Traffic

They advised that the heaviest traffic will be generated by the actual construction. During this period, there will be 200(+-) employees working on the project plus the construction equipment and the trucks hauling from the quarry to the Lime plant until the new plant is in production. We could not pin down exactly what volume of traffic this would be; but they did advise that 90 percent of their employees live east of Durkee (Ontario and Huntington) and because the Lime plant is east, most traffic will be coming and going from that direction.

After the new plant is in operation, they estimate 6,000 cement trucks will be picking up cement each year (12,000 trips). The average number of trucks during a day will be 25 to 30. Of the cement that is shipped by truck, 75 percent goes east to the Boise area and 25 percent goes west to the Tri Cities.

Present Access Problem

Traffic westbound on I80 have to exit at the Plano off ramp. This is a two-mile dead haul and this traffic must cross the Union Pacific main line at grade adjacent to the quarry.

Traffic coming from the west (eastbound on I80) have the biggest problem. They exit at Durkee and travel five miles on a county-maintained frontage road (the old highway). At Durkee, they cross two Union Pacific tracks at grade at which trains have held up cement trucks up to one hour. While the old highway surface is in generally good condition, it is narrow (22 feet) and has one bad "S" curve under the Union Pacific main line. At this "S" curve, sight distance is very poor and the undercrossing is signed for one-way traffic. Horizontal clearance is 20 feet 6 inches and vertical clearance is 15 feet 3 inches at this structure. Also, this traffic must also cross the Union Pacific tracks again adjacent to the quarry. We would have to agree with Mr. Shipley that this route provides poor access to a multi-million dollar facility.

Possible Solutions

Refer to the attached maps.

It would appear from a windshield survey that an eastbound off ramp could be constructed between Stations 1330 and 1345 at a minimum of cost. At this location, there is only ten feet or less difference in elevation between the eastbound lanes and the frontage road. No right of way would be required and very little if any adjustments of drainage facilities.

At other locations east of this point (Plano Interchange or Nelson Point), the grade differential between the freeway and the frontage road plus the location of the railroad would make it difficult to construct a standard off ramp.

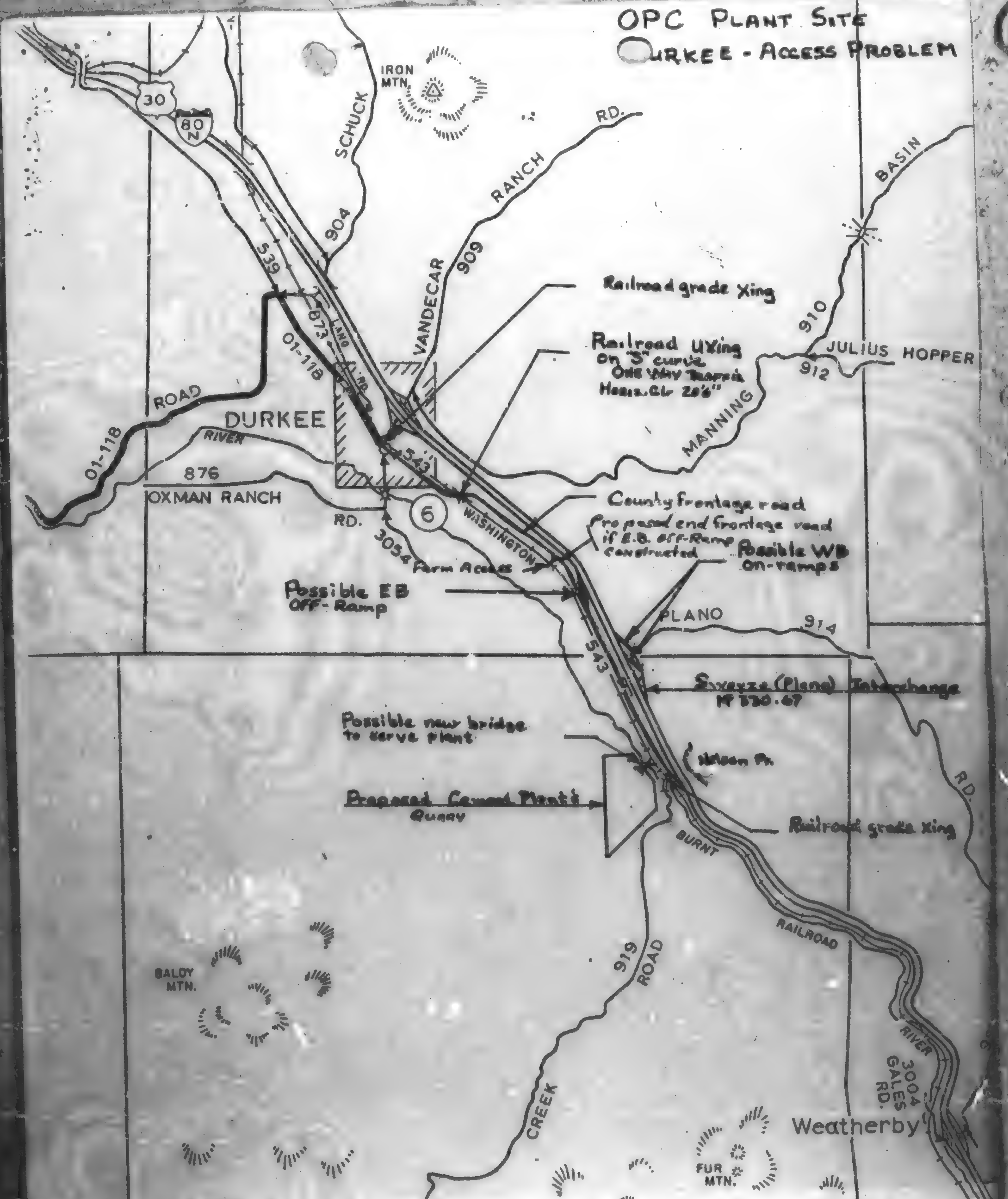
A westbound on ramp could be constructed at one of two locations. The first and possibly least desirable location would be the half-diamond interchange at Plano Road which is not completed. Right of way could be a problem, however, because Plano Road would have to be shifted north and would require right of way that is being used as a Winter feed lot for cattle. Also, a portion of some farm dwellings may be involved in the taking.

A better solution would be to construct the ramp at the point where Plano Road turns north. At this point, the fill for the ramp would be approximately 25 feet; but the additional right of way appears to be waste land. Some modification of drainage would be required, and possibly the cut near Station 1350 would have to be widened for the acceleration lane. We see no major problems in constructing an on ramp at this location.

Funding and Federal Approval

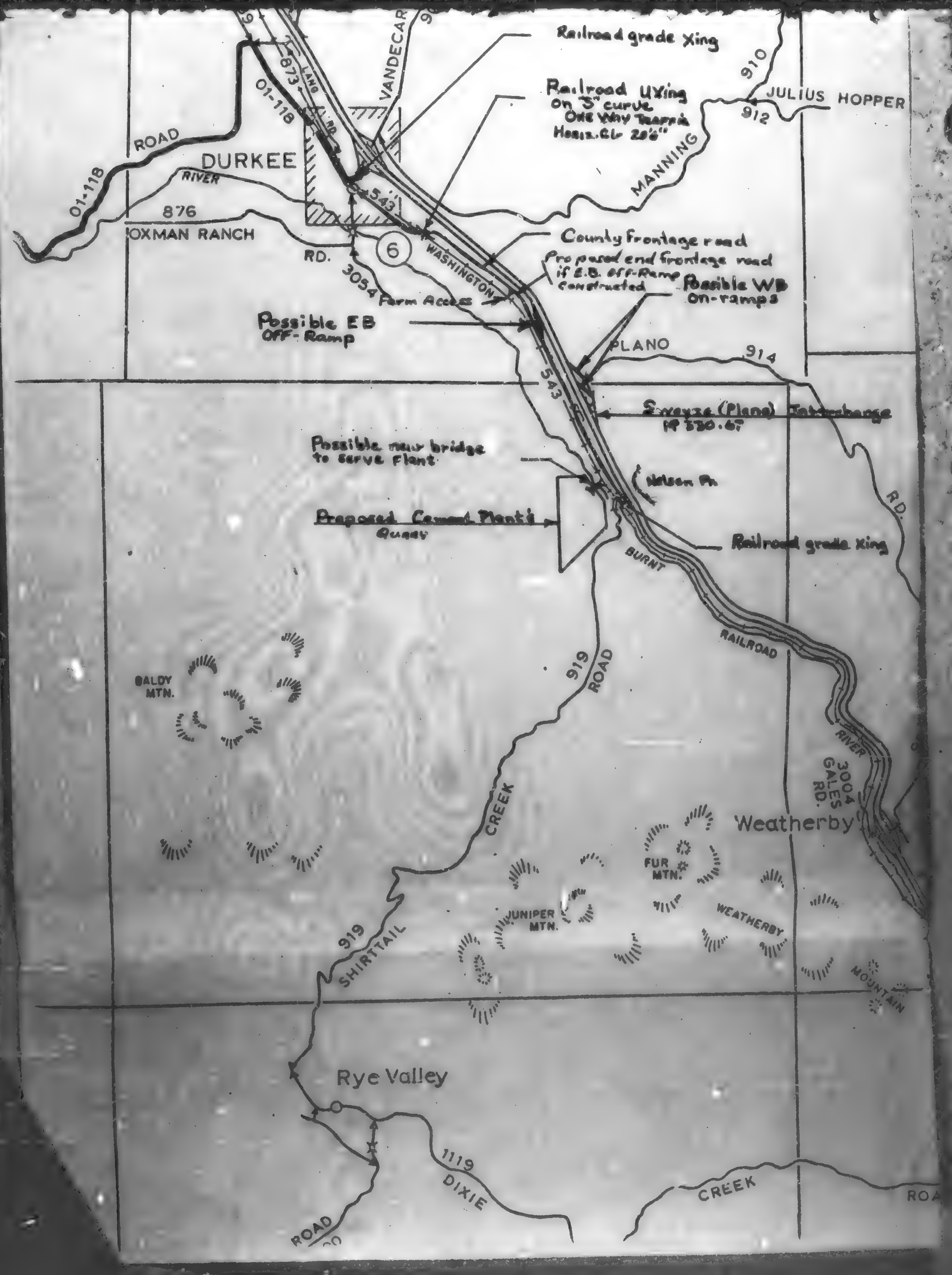
This is the difficult problem. The suggested rough draft reply may not reflect the proper reply you wish to make. We did ask Mr. Cooke if O. P. C. could help finance the revision, and he said Mr. Shipley would have to make that decision.

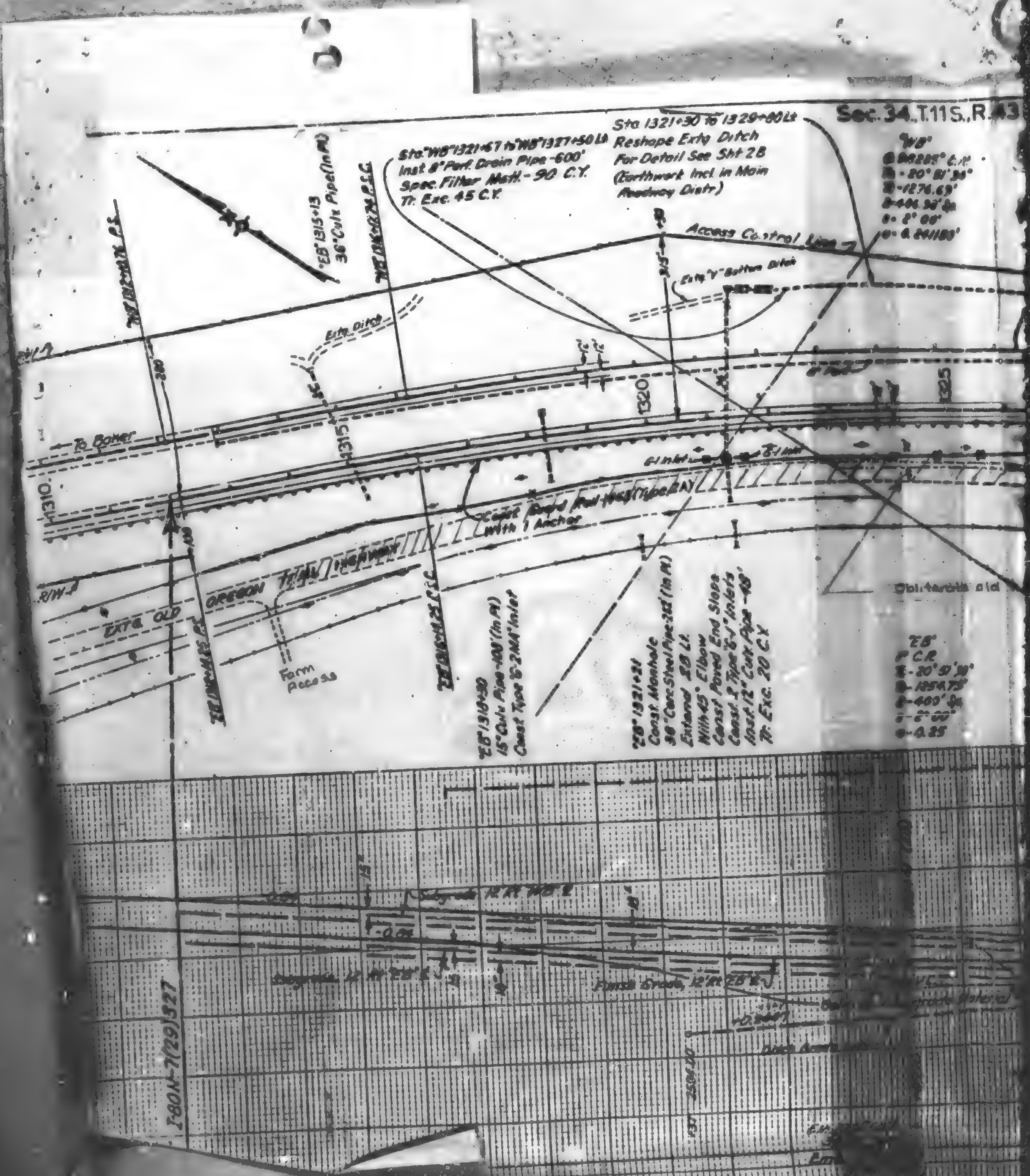
DDA/dlm
Attachments

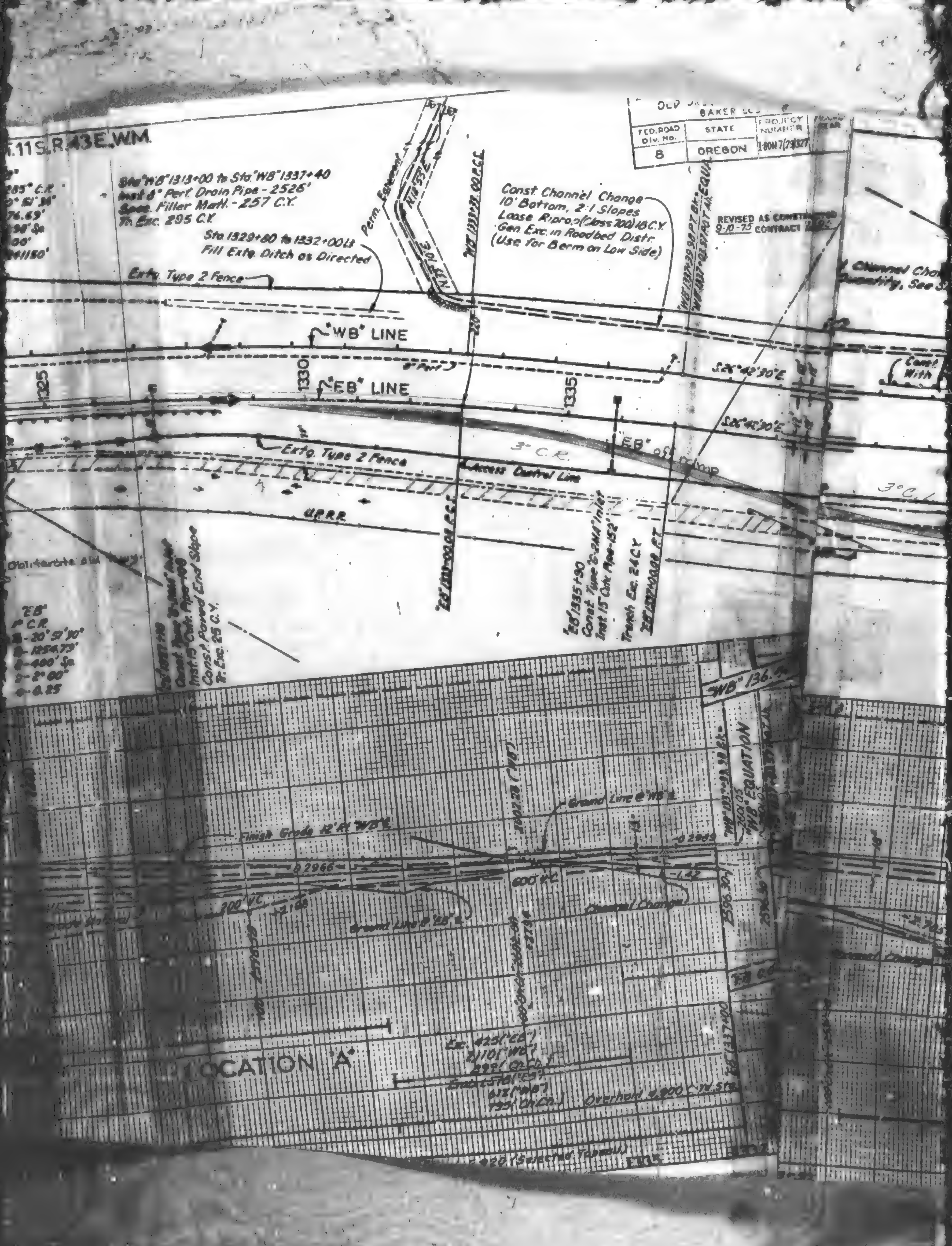


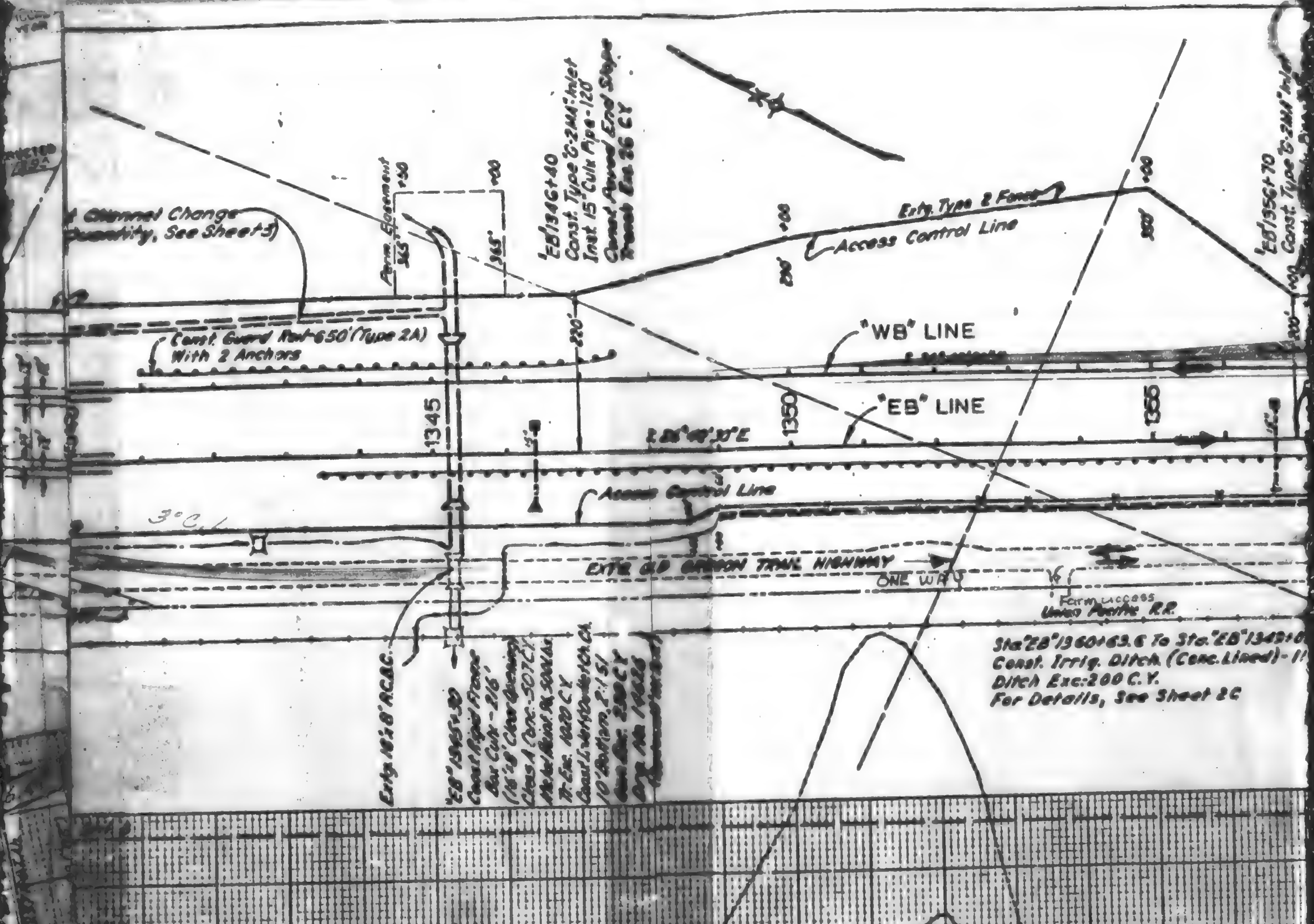
OPC PLANT SITE
DURKEE - ACCESS PROBLEM

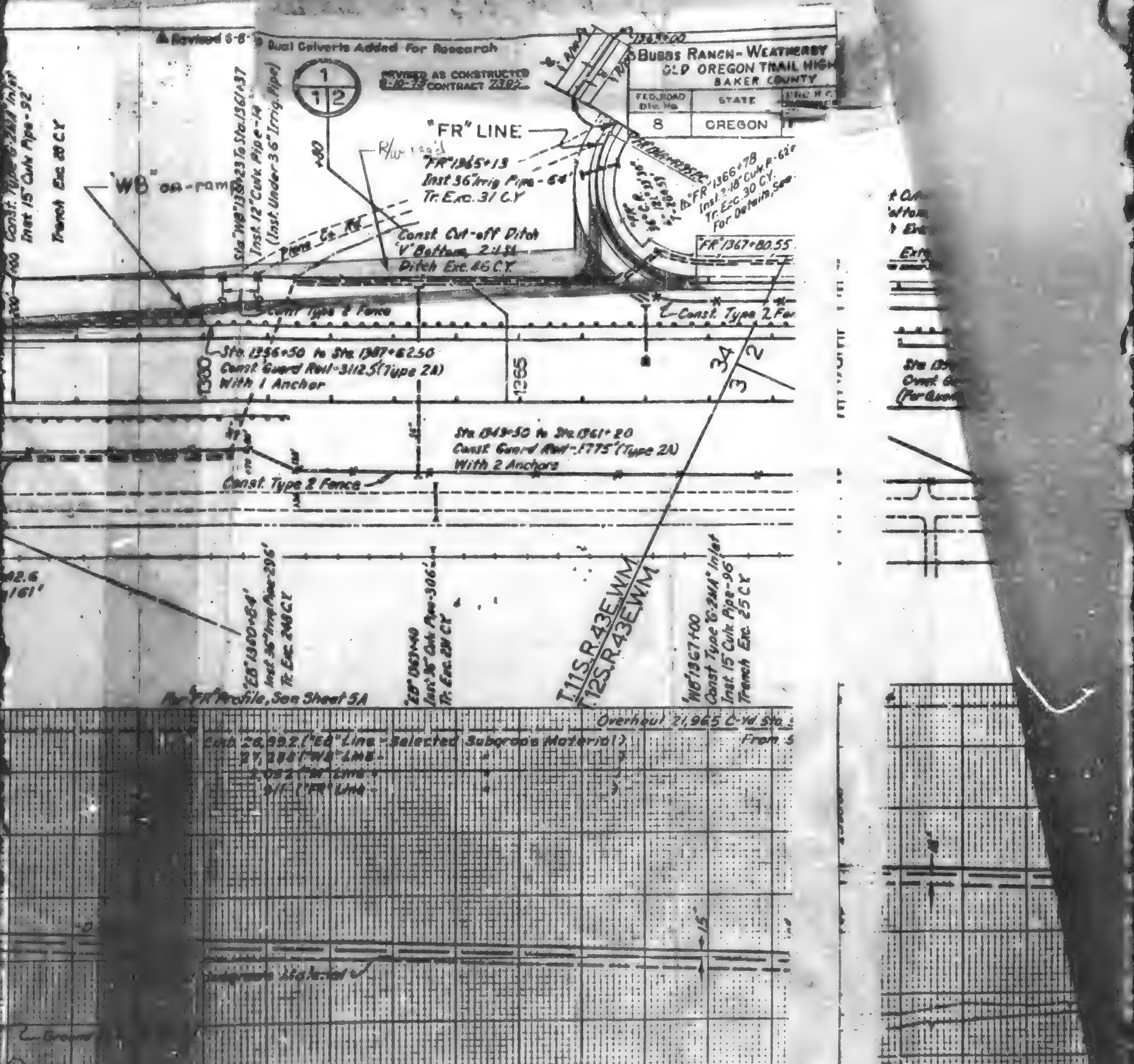
30
80 N
IRON MTN.
SCHUCK
904
RANCH
RD.
VANDECAR
909
BASIN
910
JULIUS HOPPER
912
MANNING
539
878
LANE RD.
01-118
ROAD
DURKEE
RIVER
01-118
876
OXMAN RANCH
RD.
543
6
WASHINGTON
3054 Farm Access
Railroad grade Xing
Railroad U Xing on "S" curve One Way Traffic Horiz. Clr 20'6"
County frontage road
Proposed end frontage road if E.B. Off-Ramp Constructed
Possible WB on-ramps
Possible EB Off-Ramp
PLANO
914
543
Swayze (Plano) Interchange MP 330.67
Possible new bridge to serve plant
Nelson Pt.
Proposed Cement Plant & Quarry
Railroad grade Xing
BURNT
RD.
RAILROAD
919
ROAD
BALDY MTN.
RIVER
3004
GALES RD.
CREEK
Weatherby
FUR MTN.
JUNIPER MTN.
WEATHERBY
919
SHIRTTAIL
MOUNTAIN

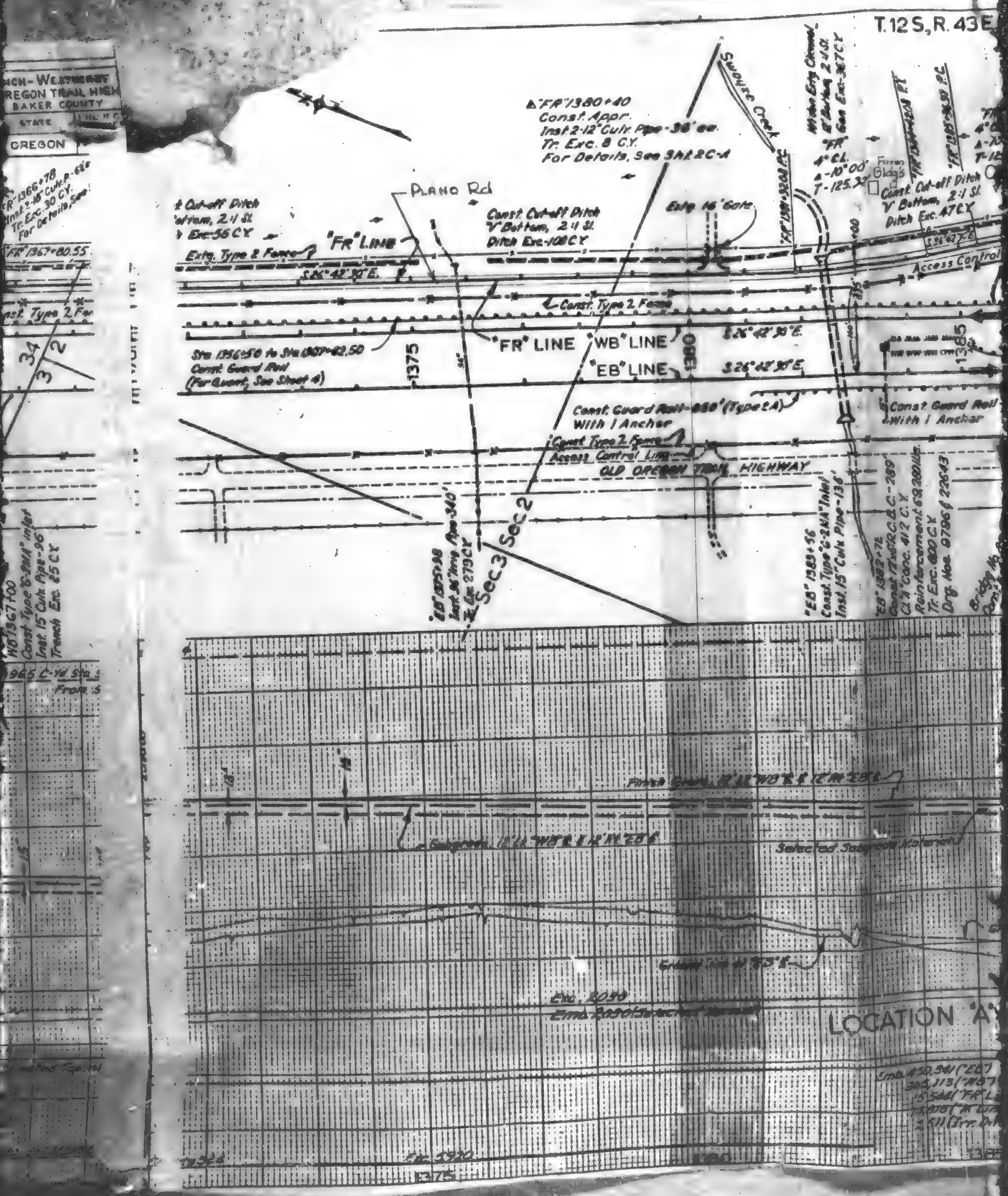

Railroad grade Xing
Railroad UXing on "3" curve
One Way Traffic
Horiz. Cl. 20'6"
910
JULIUS HOPPER
912
MANNING
VANDECAR
9
873
LANE
RD.
01-118
ROAD
01-118
DURKEE
RIVER
876
OXMAN RANCH
RD.
543
6
WASHINGTON
3054 Farm Access
County frontage road
Proposed end frontage road if E.B. Off-Ramp constructed
Possible WB on-ramps
Possible EB Off-Ramp
PLANO
914
543
Sweyze (Plano) Interchange
MP 330.67
Possible new bridge to serve Plant
Nelson Pt.
Proposed Cement Plant's Quarry
Railroad grade Xing
BURNT
RD.
RAILROAD
919
ROAD
BALDY MTN.
CREEK
RIVER
3004
GALES RD.
Weatherby
FUR MTN.
JUNIPER MTN.
WEATHERBY
MOUNTAIN
919
SHIRTTAIL
Rye Valley
1119
DIXIE
ROAD
CREEK
ROA


Sec. 34, T.11S., R.43
Sta."WB"1321+67 to "WB"1327+50 Lt
Inst 8" Perf. Drain Pipe -600'
Spec. Filter Matl. - 90 C.Y.
Tr. Exc. 45 C.Y.
Sta 1321+30 to 1329+80 Lt
Reshape Extg Ditch
For Detail See Sht 2B
(Earthwork Incl. in Main
Roadway Distr)
"WB"
C.R.
- 20° 51' 30"
-1276.69'
-406.98' Sp
- 8° 00'
- 0.241180'
Access Control Line
Extg "V" Bottom Ditch
"EB"1315+13
36" Colv Pipe (In Pl)
Extg Ditch
To Baker
1310
1315
1320
1325
R/W
EXTG. OLD OREGON TRAIL HIGHWAY
Farm Access
Const Guard Rail
With 1 Anchor
6" Perf.
"EB" 1316+90
15" Colv Pipe -100' (In Pl)
Const Type "G-2MA" Inlet
"EB" 1321+21
Const. Manhole
36" Corr. Steel Pipe 202' (In Pl)
Extend 28 Lt
With 45° Elbow
Const Paved End Slope
Const. 2 Type "G-1" Inlets
Inst 12" Colv Pipe -48'
Tr. Exc. 20 C.Y.
Obliterate old
"EB"
C.R.
- 20° 51' 30"
- 1254.75'
- 400' Sp
- 2° 00'
- 0.25
Subgrade, 12' Rt "WB" E
Subgrade, 12' Rt "EB" E
Finish Grade, 12' Rt "EB" E
- 0.25
+ 0.344
2504.00
I-80N-7(29)327


OLD
BAKER
FED. ROAD DIV. No.
STATE
PROJECT NUMBER
8
OREGON
I80N 7(23)327
T.11S. R.43E. W.M.
285° C.R.
76.69'
00'
1150'
Sta "WB" 1313+00 to Sta. "WB" 1337+40
Inst. 8" Perf. Drain Pipe - 2526'
Spec. Filler Matl. - 257 C.Y.
Tr. Exc. 295 C.Y.
Sta 1329+80 to 1332+00 Lt.
Fill Extg. Ditch as Directed
Perm. Easement
Extg. Type 2 Fence
"WB" LINE
"EB" LINE
1325
1330
1335
8" Perf.
Const. Channel Change
10' Bottom, 2:1 Slopes
Loose Riprap (Class 200) 18 C.Y.
Gen. Exc. in Roadbed Distr.
(Use for Berm on Low Side)
REVISED AS CONSTRUCTED
9-10-75
CONTRACT
"WB" EQUA
S.26°42'30"E.
S.26°42'30"E.
Channel Cha
Quantity, See S
Const. With
3° C.R.
3° C.L.
"EB" off ramp
Extg. Type 2 Fence
Access Control Line
U.P.R.R.
Obliterate Old
"EB"
C.R.
20°51'30"
1254.73'
400' Sp.
2°00'
0.25
Const. Paved End Slope
Tr. Exc. 25 C.Y.
"EB" 1335+90
Const. Type "G-2MA" Inlet
Inst. 15" Corr. Pipe - 152'
Trench Exc. 24 C.Y.
"WB" 136
Finish Grade 12' Rt. "WB" ℄
Ground Line @ "WB" ℄
-0.2966
-0.2989
200' V.C.
+2.160
600' V.C.
-1.42
Ground Line @ "EB" ℄
Channel Change
"WB" EQUATION
2596.30
LOCATION "A"
Exc. 4251 ("EB")
2110 ("WB")
299 (Ch. Ch.)
Embt. 5761 ("EB")
613 ("WB")
799 (Ch. Ch.)
Overhaul 2,800 C.Y. Sta.
(Selected Topsoil)
Channel Change
-2.75


Channel Change
Quantity, See Sheet 3)
Perm. Easement
363'
+50
365'
+00
"EB"1346+40
Const. Type "G-2MA" Inlet
Inst. 15" Culv. Pipe - 120'
Const. Paved End Slope
Trench Exc. 36 C.Y.
Exty. Type 2 Fence
+00
Access Control Line
+00
"EB"1356+70
Const. Type "G-2MA" Inlet
220'
290'
300'
Const. Guard Rail 650' (Type 2A)
With 2 Anchors
"WB" LINE
"EB" LINE
1345
1350
1355
S 85°48'35" E
Access Control Line
3°C
EXT'G OLD OREGON TRAIL HIGHWAY
ONE WAY
Farm Access
Union Pacific R.R.
Exty. 16'x8' R.C.B.C.
"EB" 1345+30
Const. Rigid Frame
Box Culv. - 216'
(16'x8' Clear Opening)
Class A Conc. - 501 C.Y.
Metal Reinf. St. 5,000 Lbs.
Tr. Exc. 1,020 C.Y.
Const. Lined Ditch Ch.
10' Bottom, 2:1 S.I.
Sta. "EB" 1360+63.6 To Sta. "EB" 1349+0
Const. Irrig. Ditch (Conc. Lined) - 11
Ditch Exc. 200 C.Y.
For Details, See Sheet 2C
Channel Change
2.705%
Subgrade: 12' Lt. "WB" & 8' Rt. "EB"
Fin. Grade: 12' Lt. "WB" & 8' Rt. "EB"
18"
18"
Ground Line at "EB" ℄
Exc. 7,970 ("EB")
58,099 ("WB")
697 (Ch. Ch.)
730 (R.C.B.C.)
Emb. 30,793 ("EB")
25,012 ("WB")
898 (Ch. Ch.)
850 (Ditch)
Exc. 6,628 ("EB")
2,377 ("WB")
Emb. 3,781 ("EB")
893 ("WB")
1,774 (Irr. Dt.)
Exc. 31,282 ("WB")
Emb. 20,566 ("EB")
4,439 ("WB")
2,869 (Irr. Dt.)
Exc. 2,230 ("EB")
22,291 ("WB")
Overhaul 17,778 C.Y.


▲ Revised 8-8- Dual Culverts Added For Research
1
1 2
REVISED AS CONSTRUCTED
8-10-73 CONTRACT 2395
BUBBS RANCH-WEATHERBY
OLD OREGON TRAIL HIGH
BAKER COUNTY
FED. ROAD Div. No.
STATE
8
OREGON
1363+00
"FR" LINE
R/W req'd
"FR" 1365+13
Inst 36" Irrig Pipe - 64'
Tr. Exc. 31 C.Y.
"FR" 1366+78
Inst. 2-18" Culv. P.-62'
Tr. Exc. 30 C.Y.
For Details, See
"FR" 1367+80.55
Const Cut-off Ditch
"V" Bottom 2:1 Sl.
Ditch Exc. 46 C.Y.
Const. Type 2 Fence
Const. Type 2 Fen
"WB" on-ramp
Const. Type G-2M Inlet
Inst 15" Culv Pipe - 92'
Trench Exc 20 C.Y.
Sta "WB" 1358+23 To Sta. 1361+37
Inst. 12" Culv Pipe - 14'
(Inst. Under 36" Irrig. Pipe)
Sta. 1356+50 to Sta. 1387+62.50
Const. Guard Rail - 3112.5' (Type 2A)
With 1 Anchor
1360
1365
Sta. 1343+50 to Sta. 1361+20
Const. Guard Rail - 1775' (Type 2A)
With 2 Anchors
Const. Type 2 Fence
34 | 2
3
T.11S.R.43E.W.M.
T.12S.R.43E.W.M.
"EB" 1360+84
Inst. 36" Irrig. Pipe - 296'
Tr. Exc. 248 C.Y.
"EB" 1363+00
Inst. 36" Culv. Pipe - 306'
Tr. Exc. 281 C.Y.
"WB" 1367+00
Const Type G-2M Inlet
Inst. 15" Culv. Pipe - 96'
Trench Exc. 25 C.Y.
442.6
161'
For "FR" Profile, See Sheet 5A
Overhaul 21,965 C-Yd Sta.
From S
Emb 28,992 ("EB" Line - Selected Subgrade Material)
27,286 ("WB" Line
2,052 "FR" Line
911 ("FR" Line
Subgrade Material
Ground
Exc. 1220
(Selected Topsoil)
Exc. 732
Emb. 732 (Selected Topsoil
Exc. 125 ("FR" Line)
Emb. 158 ("FR" Line)
From Sta. 1423+00 (
For Exc. Quant. See Sh
LO[illegible]ON "A"
15

…NCH-WEATHERBY
…REGON TRAIL HIGH…
BAKER COUNTY
STATE
OREGON
T.12 S., R. 43 E.
"FR" 1366+78
Inst. 2-18" Culv. P…
Tr. Exc. 30 C.Y.
For Details, See…
"FR" 1367+80.55
…t Cut-off Ditch
…ottom, 2:1 Sl.
… Exc. 56 C.Y.
PLANO Rd
"FR" LINE
Extg. Type 2 Fence
S 26° 42' 30" E.
Const. Type 2 Fen…
Sta 1356+50 to Sta 1367+82.50
Const. Guard Rail
(For Quant., See Sheet 4)
1375
34
3
2
"FR" LINE
"WB" LINE
"EB" LINE
S 26° 42' 30" E.
S 26° 42' 30" E.
1380
1385
Δ "FR" 1380+40
Const. Appr.
Inst. 2-12" Culv. Pipe-38' ea.
Tr. Exc. 8 C.Y.
For Details, See Sht. 2C-A
Const. Cut-off Ditch
"V" Bottom, 2:1 Sl.
Ditch Exc. 108 C.Y.
Extg. 16' Gate
Swayze Creek
"FR" 1381+32.01 P.C.
Widen Exg. Channel
8' Bottom, 2:1 Sl.
Gen. Exc. 367 C.Y.
"FR"
4° C.L.
Δ-10°00'
T-125.3…
Farm Bldgs
"FR" 1384+26.01 P.T.
"FR" 1385+26.50 P.C.
Const. Cut-off Ditch
"V" Bottom, 2:1 Sl.
Ditch Exc. 47 C.Y.
S 26° 42' 30" E.
Access Control
Const. Type 2 Fence
Const. Guard Rail-880' (Type 2A)
With 1 Anchor
Const. Guard Rail
With 1 Anchor
Const. Type 2 Fence
Access Control Line
OLD OREGON TRAIL HIGHWAY
Sec 2
Sec 3
"EB" 1376+38
Inst. 36" Irrig. Pipe-340'
Tr. Exc. 279 C.Y.
"WB" 1367+00
Const. Type "G-2MA" Inlet
Inst. 15" Culv. Pipe-96'
Trench Exc. 25 C.Y.
"EB" 1381+56
Const. Type "G-2MA" Inlet
Inst. 15" Culv. Pipe-136'
"EB" 1382+72
Const. 17'x15' R.C.B.C.-289'
Cl. "A" Conc. 412 C.Y.
Reinforcement 69,200 lbs.
Tr. Exc. 800 C.Y.
Drg. Nos. 07961 & 22643
Bridge…
…965 C-Yd Sta…
From…
Finish Grade
Subgrade
Selected Subgrade Material
Ground line
Exc. 3050
Emb.
LOCATION "A"
Emb. 450,341 ("EB")
303,113 ("WB")
15,541 ("FR" L…
Exc. 5970
1375
1380
1385

10V-3

BUBBS RANCH-WEATHERBY SECTION
OLD OREGON TRAIL HIGHWAY
BAKER COUNTY

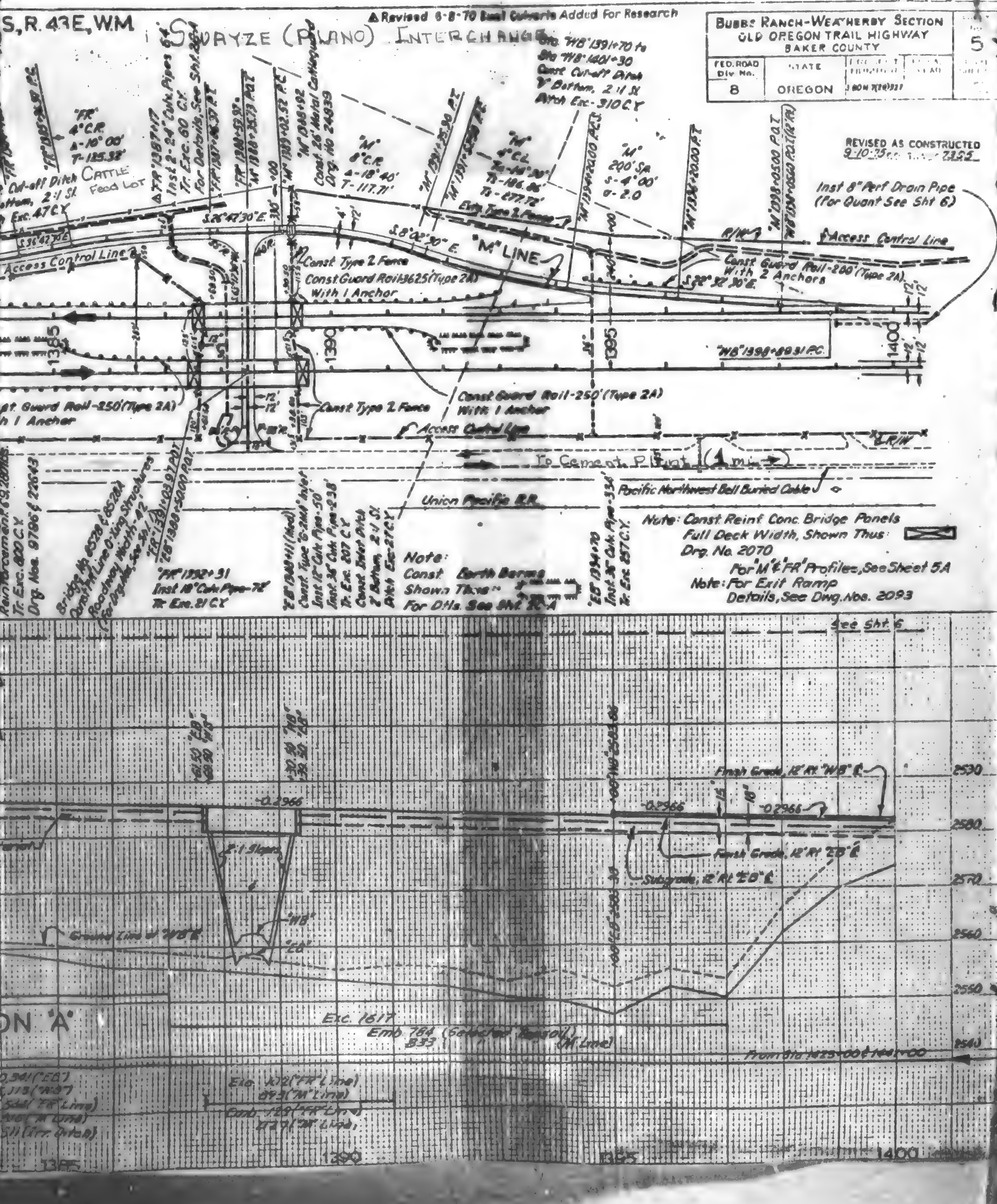
FED. ROAD DIV No.	STATE			
8	OREGON	I 80N 7(28)331		5

REVISED AS CONSTRUCTED 9-10-75

▲Revised 6-8-70 Small Culverts Added For Research

S, R. 43E, W.M

SWAYZE (PLANO) INTERCHANGE


"FR" 4° C.R. Δ-10°00' T-125.38'
Cut-off Ditch 2:1 Sl. Exc. 47 C.Y.
Cattle Feed Lot
Inst 2-24" Culv. Pipes 64' Tr. Exc. 60 C.Y. For Details, See Sht 2C
"M" 1389+92 Const. 26" Metal Cattleguard Drg. No. 24839
"M" 6° C.R. Δ-18°40' T-117.71'
"M" 4° C.L. Δ-46°30' Ts-186.86 Ts-277.72'
Sta "WB" 1391+70 to Sta "WB" 1401+30 Const. Cut-off Ditch "V" Bottom, 2:1 Sl. Ditch Exc.-310 C.Y.
"M" 200' Sp. s-4°00' a-2.0
Inst 8" Perf Drain Pipe (For Quant See Sht 6)
Access Control Line
"M" LINE
S.8°02'30" E.
S.26°47'30" E.
Exist. Type 2 Fence
Const. Type 2 Fence
Const. Guard Rail-362.5' (Type 2A) With 1 Anchor
Const. Guard Rail-200' (Type 2A) With 2 Anchors
"WB" 1398+89.31 P.C.
Const. Guard Rail-250' (Type 2A) With 1 Anchor
Const. Type 2 Fence
Access Control Line
R/W
To Cement Plant (4 mi.)
Pacific Northwest Bell Buried Cable
Union Pacific R.R.
1385
1390
1395
1400
"FR" 1392+31 Inst 18" Culv. Pipe-72' Tr. Exc. 21 C.Y.
Bridge No. 6528 & 6528A
"FR" 1389+31.97 P.O.T.
"EB" 1388+50.00 P.O.T.
"EB" 1388+11 (Rod) Const. Type "G-2MA" Inlet Inst 18" Culv. Pipe-50' Inst 18" Culv. Pipe-238' Tr. Exc. 207 C.Y. Const. Inlet Ditch 2:1 Sl. Ditch Exc. 27 C.Y.
"EB" 1394+70 Inst 36" Culv. Pipe-334' Tr. Exc. 257 C.Y.
Note: Const. Earth Berms Shown Thus For Dtls. See Sht. 2C-A
Reinforcement. Tr. Exc. 800 C.Y. Drg. Nos. 9796 & 22643
See Sht. 6
Finish Grade, 12' Rt. "WB" ℄
Finish Grade, 12' Rt. "EB" ℄
Subgrade, 12' Rt. "EB" ℄
-0.2966
2:1 Slopes
Ground Line at "WB" ℄
"WB"
"EB"
2580
2570
2560
2550
2540
Exc. 1617
Emb. 784 (Selected Topsoil)
833 ("M" Line)
From Sta 1425+00 to 1441+00
Exc. 472 ("FR" Line)
893 ("M" Line)
Emb. 125 ("FR" Line)
1129 ("M" Line)
ON "A"

Note: Const. Reinf. Conc. Bridge Panels Full Deck Width, Shown Thus: ▭ Drg. No. 2070

For "M" & "FR" Profiles, See Sheet 5A

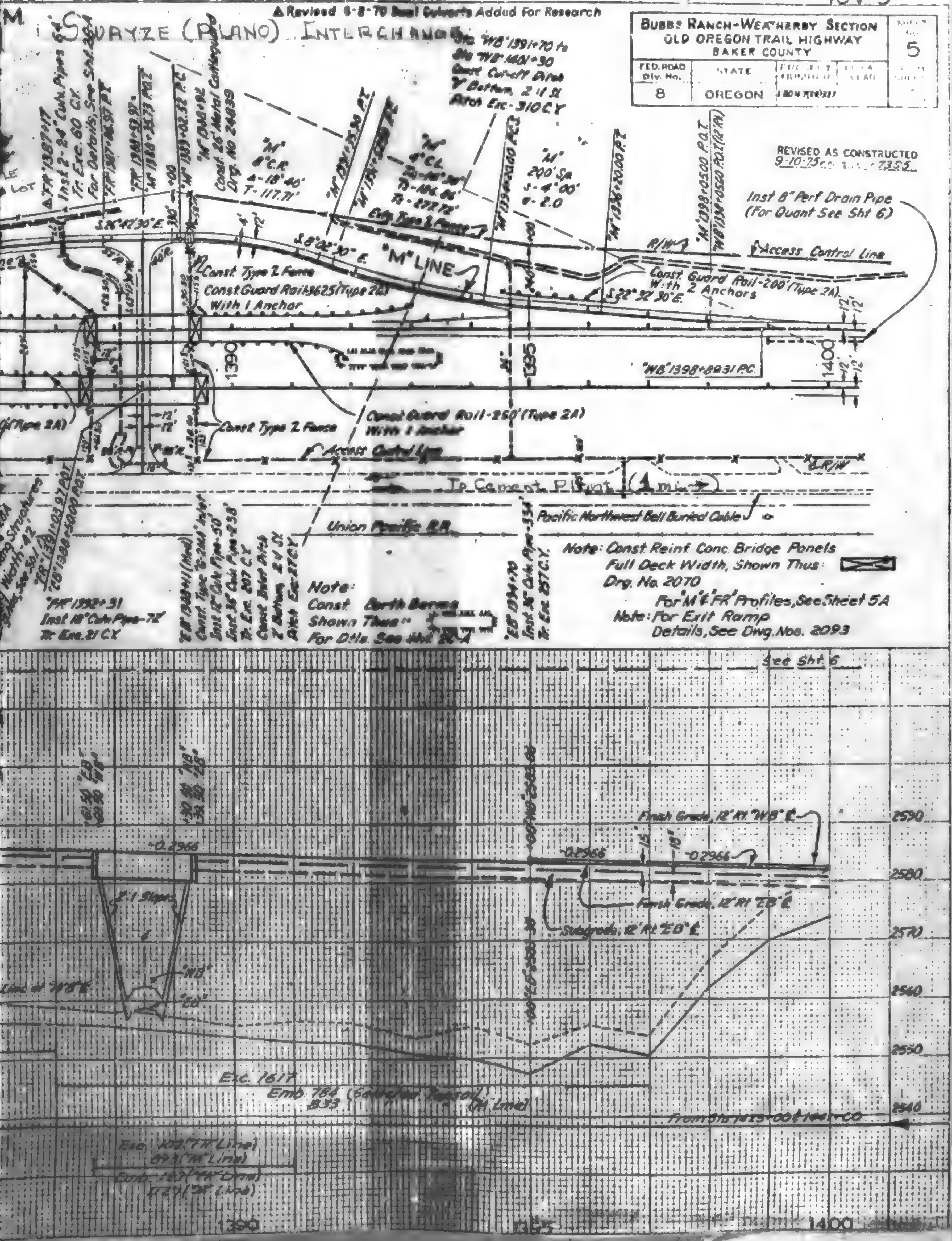
Note: For Exit Ramp Details, See Dwg. Nos. 2093

10V-3

BUBBS RANCH-WEATHERBY SECTION
OLD OREGON TRAIL HIGHWAY
BAKER COUNTY

FED. ROAD DIV. No.	STATE			SHEET No.
8	OREGON	I 80N 7(10)311		5

REVISED AS CONSTRUCTED
9-10-75



M
Swayze (Pilano) Interchange
▲Revised 6-8-70 Dual Culverts Added For Research
▲"FR" 1387+17
Inst 2-24" Culv. Pipes 64'
Tr. Exc. 60 C.Y.
For Details, See Sht. 2
"FR" 1387+06.97 P.T.
"FR" 1389+13.92
"M" 1388+33.73 P.O.T.
"M" 1389+02.32 P.C.
"M" 1389+92
Const. 26" Metal Cattleguard
Drg. No. 24839
"M"
6° C.R.
Δ-18°40'
T-117.71'
"M"
4° C.L.
"M"
200' Sp.
s-4°00'
e-2.0
"M" 1398+20.00 P.T.
"M" 1398+05.00 P.O.T.
"WB" 1398+05.00 P.O.T. (12' Rt.)
Sta. "WB" 1391+70 to
Sta. "WB" 1401+30
Const. Cutoff Ditch
"V" Bottom, 2:1 Sl.
Ditch Exc. 310 C.Y.
Inst 8" Perf Drain Pipe
(For Quant See Sht 6)
S.26°42'30"E.
S.8°02'30"E.
"M" LINE
S.22°32'30"E.
R/W
Access Control Line
Const Type 2 Fence
Const Guard Rail-3625 (Type 2A)
With 1 Anchor
Const. Guard Rail-200' (Type 2A)
With 2 Anchors
1390
1395
1400
"WB" 1398+89.31 P.C.
Const Guard Rail-250' (Type 2A)
With 1 Anchor
Const Type 2 Fence
Access Control Line
R/W
To Cement Plant (1 mi)
Union Pacific R.R.
Pacific Northwest Bell Buried Cable
"FR" 1392+31
Inst 18" Culv Pipe-72'
Tr. Exc. 21 C.Y.
"FR" 1391+03.97 P.O.T.
"EB" 1388+58.00 P.O.T.
"EB" 1389+11 (Mod)
Const Type "G-2MA" Inlet
Inst 12" Culv Pipe-50'
Inst 36" Culv Pipe-238'
Tr. Exc. 207 C.Y.
Const. Inlet Ditch
"V" Bottom, 2:1 Sl.
Ditch Exc. 27 C.Y.
"EB" 1394+70
Inst 36" Culv Pipe-334'
Tr. Exc. 257 C.Y.
Note:
Const. Earth Berms
Shown Thus
For Dtls. See Sht. 2A
Note: Const. Reinf. Conc. Bridge Panels
Full Deck Width, Shown Thus
Drg. No. 2070
For "M" & "FR" Profiles, See Sheet 5A
Note: For Exit Ramp
Details, See Dwg. Nos. 2093
See Sht. 6
"61.90 "EB"
"60.90 "WB"
"30.81 "WB"
"32.32 "EB"
-0.2966
2:1 Slopes
"WB"
"EB"
Line at "WB"
Finish Grade, 12' Rt. "WB"
-0.2966
Finish Grade, 12' Rt. "EB"
Subgrade, 12' Rt. "EB"
2590
2580
2570
2560
2550
2540
Exc. 1617
Emb. 784 (Selected Topsoil)
833 ("M" Line)
From Sta. 1425+00 to 1441+00
Exc. 400 ("FR" Line)
893 ("M" Line)
Emb. 127 ("FR" Line)
1274 ("M" Line)
1390
1395
1400

opc
OREGON PORTLAND CEMENT COMPANY
INCORPORATED 1916

RECEIVED
MAR 15 1977
OFFICE OF
Glenn L. Jackson

Scott
Let me know
if anything can
be done on this
GJ.

March 14, 1977

Mr. Glenn Jackson
Chairman of the Executive Committee
Pacific Power & Light Company
920 S.W. 6th Avenue
Portland, OR 97204

Dear Glenn:

Thank you for talking with me about highway access for our new cement plant to be built at our Durkee Quarry site.

The problem as we see it with the present arrangement is that plant traffic from the west and to the west must use the Durkee exchange which is five miles west of the new plant site. The frontage road through Durkee to the new plant site is not up to desired standards for the expected traffic for several reasons, including the grade-level rail crossing in Durkee and the low level clearance and dangerous railroad underpass east of Durkee.

Currently the necessity to use the Durkee off-ramp invariably comes as a surprise to first-time visitors to the new plant site causing extra mileage to be driven or causing a dangerous illegal use of the eastbound on-ramp at the new plant site for an exit.

In our opinion, it should be relatively easy to install a westbound on-ramp at the existing Swayze Creek off-ramp and overpass near station EB1390.

An eastbound off-ramp near the plant site might be a little more difficult due to the proximity of the railroad, but anywhere east of the problem railroad underpass to the frontage road would be acceptable. We appreciate the Oregon Department of Transportation looking into the access to the new plant and will look forward to meeting and further discussing this with the appropriate people.

Thank you again Glenn for your co-operation.

Sincerely,

Oregon Portland Cement Company

K. T. Shipley
K.T. Shipley
President

KTS:sr

RECEIVED
STATE HWY ENGR
MAR 17 '77
REFER TO
GJ Schwartz
FOR

Info	Answer	R/D	D/R	Sign	Act	File
		✓				

1979 Prairie Rd.-Irving Rd. 8974
&Park Ave.-River Rd. Sec.
FAU 1095.(Gr. pav. Asig.)

CnA 6143 7-22-77
6926 1-5-77

8974

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER	136696
DATE	4/5/83
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 1329

NEW

CODE LANEDEL

LANE COUNTY
3040 N DELTA HIGHWAY
EUGENE OR 97401

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	351	01			6,240.31
	321	00			50,038.53
320-1026	296	00	000		50,038.53
020-8206	296	00	000		6,240.31
320-1026	297	00	000		(50,038.53)
020-8206	297	00	000		(6,240.31)

DESCRIPTION

FINAL SETTLEMENT ON M-1095(1) AND 20-8206 PRAIRIE ROAD - IRVING ROAD SECTION PARK AVE. - RIVER ROAD.

	TOTAL PRICE
TOTAL PRELIMINARY ENGINEERING	8,440.31
TOTAL CONSTRUCTION COST	928,886.70
LESS: FEDERAL FUNDS	(191,000.00)
LESS: ADVANCE DEPOSIT	(668,800.00)
LESS: STATE SHARE OF PROJECT	(21,248.17)
AMOUNT DUE FROM COUNTY	56,278.84

FOLD

FINAL
110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

KEN HUSBY PH: 1-800-452-7813 EXT. 8-6514 FOR CORRECTNESS OF CHARGES

OR DIANE GALIDA PH: 1-800-452-7813 EXT. 8-5035 PREPARER OF INVOICE

734-1180 (7-81)

8974

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 3/17/83

COUNTY: LANE AGREEMENT NO: 6143 PROJECT NO: M-1095(1)

CONTRACT NO: 8974 SECTION: Prairie Rd-Irving Rd & Park Ave.-River Rd Northwest Expressway

PRELIMINARY ENGINEERING	
Resident Engineer (Monitor)	$ 559.48
Final Design Unit	1,448.76
Soils & Geology	123.60
Traffic Section	1,729.21
Utilities Liaison	199.30
Project Management	196.74
Specifications Unit	2,030.12
Administration Services (Permits) Engineer	78.68
Environmental Section	1,364.48
Public Hearings	91.65
R/W Negotiation Expense	7.70
R/W Relocation Computation	554.95
Misc. R/W Liaison	55.64
Total P.E. Costs & County Share	$ 8,440.31
Less: County Advance Deposit	(2,200.00)
BALANCE DUE FOR P.E.	$ 6,240.31

CONSTRUCTION COSTS:	
Payment to Contractor	$820,043.43
Credit for Liquidated Damages	(1,200.00)
Interest on Final Payment to Contractor	362.86
Payment to Utilities (Railroad Protective Cost)	338.32
Resident Engineer-Construction Engineering	105,516.98
Project Management	73.22
Materials Testing Laboratory	754.41
Technical Services Branch	1,542.17
Construction Branch	1,137.68
Other Construction Engineering	26.67
Employee Training	106.04
EEO Monitoring Expense	184.92
Total Construction Cost	$928,886.70
Less Federal Funds Avail.	(191,000.00)
Less Agreed State Match $\frac{(\$191,000}{81.80\%} \times \frac{18.2\%)}{2}$	(21,248.17)
County Share of Construction	$716,638.53
Less: County Advance Deposit	(666,600.00)
BALANCE DUE FOR CONSTRUCTION	$ 50,038.53

SUMMARY	
Balance due for P.E.	$ 6,240.31
Balance due for Construction	50,038.53
BALANCE DUE FROM COUNTY	$56,278.84

6

8974 (MEMORANDUM) 320-1026

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-30-82

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (*insert official or depositary named in project agreement*)

PAID BY

(*For use of Paying Office*)

ADDRESS
Treasurer of the State of Oregon
Capitol Bldg.
Salem, OR 97310

STATE
Oregon

VOUCHER PERIOD
FROM
TO 6/6/79

VOUCHER TYPE (*Check Appropriate Block*)
☐ CURRENT BILLING
☐ OTHER PROGRESS
☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
[illegible]

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
			*Federal Funds Limited		0
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$ 0.00

REVIEWED BY DIVISION OFFICE
BY DATE

DIVISION OFFICE
BY DATE

RELEASED FOR PAYMENT
BY DATE

REMARKS
Oregon 12/30/82 Controller

No PE or R/W charges to Co. (done by Co.)
Fed Funds limited 191,000.00

$ 0.00

FORM PR 20A
(Rev. [illegible])

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Prairie Road-Irving Road Section Park Ave.-River Road Section Northwest Expressway Lane County					
	Construction Type Code 5201 Roadway					
	Final Contract Payment Summary	Lump Sum			$188,414.02	
	Construction Engineering State	All Required			$ 28,262.10	
	Total Partipipating Project Cost				$216,676.12	
	Nonparticipating Project Cost					
	Formal Contract Payment Summary	Lump Sum			631,629.41	
	EEC Monitoring Expense	All Required			184.98	
	Interest on Final Payments	All Required			362.86	
	Liquidated Damages	Lump Sum			(1,200.00)	
SFO	#1 Railroad Protective Cost (SPTC)	All Required			338.32	
	Construction Engineering	All Required			80,896.07	
	Total Nonparticipating Project Cost				$712,210.58	
	Total Project Cost				$928,886.70	
	Prepared based on Participating Costs as shown on Federal Billing as of 12/29/82.					

AMOUNT CARRIED FORWARD .....

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JANUARY 1983 PAGE 1930

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	019	8208	270	01			580.46	580.46	
	019	8208	296	00			864.13CR	864.13CR	
	019	8208	299	00			864.13	864.13	
			** JOB TOTALS **			**	864.13 **	864.13 **	
NW EXPSY-PARK AVE TO RIVER RD CONT NO		* FA PROJ NOS							STATE
	020	8206	409	00	Miscellaneous			56.64	
	020	8206	414	00	Negotiation Expense			7.70	
	020	8206	415	00	Relocation Computation			554.95	
	020	8206	594	00	Advance Deposit			2,200.00CR	← Reflects advance deposit
	020	8206	900	00	Resident Engineer			5.29 ✓	
	020	8206	901	00	Resident Engineer			564.19 ✓	
	020	8206	905	00	Final Design			1,448.76 ✓	
	020	8206	910	00	Soils & Geology			123.60 ✓	
	020	8206	911	00	Traffic Section			1,779.21 ✓	
	020	8206	914	00	Utilities Liaison			199.30 ✓	
	020	8206	920	00	Program Mgmt			156.74	
	020	8206	921	00	Specs			2,030.12	
	020	8206	922	00	Administration services (Permits) Engineer			78.68	
	020	8206	923	00	Environmental			1,364.48	
	020	8206	940	00	Public Hearings			91.65	
			** JOB TOTALS **			**	**	6,240.31 **	Actual Project total is 8440.31 (See Func. 594)
LANE TRANSIT DIST. SIGNS CONT NO		FA PROJ NOS							STATE
	020	8215	199	00				1,611.44	
	020	8215	296	00				375.34CR	
	020	8215	299	00				375.34	
	020	8215	594	00				1,236.10CR	
			** JOB TOTALS **			**	**	375.34 **	
48TH ST TRAFF SIG SPRGFLD CONT NO		FA PROJ NOS							STATE
	020	8225	144	00				83.19	
	020	8225	199	00		172.20	566.83	1,340.61	
	020	8225	296	00			443.68CR	830.44CR	
	020	8225	299	00			443.68	830.44	
	020	8225	594	00				113.20CR	
			** JOB TOTALS **			172.20 **	566.83 **	1,310.60 **	
LORANE HY BAILEYHLRDFOXHOLLOW CONT NO		FA PROJ NOS							STATE
	020	8240	296	00		4,933.97CR	80,296.11CR	97,019.25CR	
	020	8240	299	00		4,933.97	80,296.11	97,019.25	
	020	8240	401	00		2,220.00	2,245.00	2,245.00	
	020	8240	404	00		80.00	130.00	130.00	
	020	8240	405	00		50.00	50.00	50.00	
	020	8240	407	00		2,200.61	10,693.88	16,844.03	

TOT	N1					744.74	
** JOB TOTALS **		**		**		278,715.32	**

PRAIRIE RD-IRVING RD&PARK AVE CONT NO 8974 X FA PROJ NOS M 1095001 100

PREFIX	FUNCTION	SUB F.	GR	DESCRIPTION	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	STATE BEG	STATE END
320 1026	201	00	P 1	Payment to Contractor	631,479.41CR	188,414.02	79	83

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JANUARY 1983 PAGE 245

	DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	Payment to Contractor	320	1026	201	00	N 1	631,479.41	631,629.41	80	83
		320	1026	203	00	P 1	1,200.00		80	83
	Credit for Liquidated Damages	320	1026	203	00	N 1	1,200.00CR	1,200.00CR	83	83
		320	1026	205	01	P 1	33.83		81	82
	Interest on final Payment	320	1026	206	00	N 1		362.86	81	81
	Deduction of Retainage Administration Costs	320	1026	208	00	N 1		85.91CR	81	82
		320	1026	284	00	P 1	338.32CR	338.32CR	83	83
		320	1026	284	01	P 1		338.32	81	81
corrected 3-10-83	Payment to Utilities	320	1026	284	01	N 1	338.32	338.32	83	83
	Transfer State funds	320	1026	296	00	N 9		787,600.00CR	79	80
	Transfer Co. funds	320	1026	297	00	N 9		596,600.00	79	79
	Transfer Fed funds	320	1026	298	00	N 9		191,000.00	79	80
	Resident Engineer	320	1026	900	00	P 1	76,700.65CR	28,262.10	79	83
	Resident Engineer	320	1026	900	00	N 1	76,700.65	77,254.88	79	83
		320	1026	915	00	P 1	242.52CR		82	83
		320	1026	920	00	P 1	73.22CR		79	83
	Project Management	320	1026	920	00	N 1	73.22	73.22	83	83
		320	1026	928	00	P 1	.57		81	82
	Retainage Administration costs	320	1026	928	00	N 1	.26	85.91	80	82
		320	1026	940	00	P 1	754.41CR		81	83
	Salem Materials Testing Lab	320	1026	940	00	N 1	754.41	754.41	83	83
		320	1026	944	00	P 1	1,542.17CR		81	83
	Technical Svcs Branch	320	1026	944	00	N 1	1,542.17	1,542.17	83	83
		320	1026	945	00	P 1	1,123.43CR		81	83
	Construction Branch	320	1026	945	00	N 1	1,137.68	1,137.68	83	83
		320	1026	948	00	P 1	12.61CR		81	83
	other Construction Engineering	320	1026	948	00	N 1	20.70	26.67	81	83
		320	1026	950	00	P 1	106.04CR		80	83
	Employee Training	320	1026	950	00	N 1	106.04	106.04	83	83
		320	1026	985	00	P 1	184.92CR		80	83
	EEO Monitoring Expense	320	1026	985	00	N 1	184.92	184.92	83	83
				TOT		P1	711,323.30CR	216,676.12		
				TOT		N1	711,137.78	712,210.58		
				** JOB TOTALS **		**	185.52CR**	928,886.70 **		

W 1ST AVE-SPTC XING(EUGENE) CONT NO FA PROJ NOS RRP 1355001 100

PREFIX	FUNCTION	SUB F.	GR			GRAND TOTAL TO DATE	STATE BEG	STATE END
320 1030	900	00	P 1			1,182.27	79	80
	TOT		P1			1,182.27		
	** JOB TOTALS **			**	**	1,182.27	**	

STATE

** JOB TOTALS ** **

PRAIRIE RD-IRVING RD&PARK AVE CONT NO 8974 & FA PROJ NOS M 1095001 100 — STATE 79 83

320	1026	201	00 P 1	Payment to Contractor	631,479.41CR	188,414.02	

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

JANUARY 1983 PAGE 245

DESCRIPTION

Corrected 3-10-83

PREFIX	FUNCTION	SUB F. GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
320	1026	201	00 N 1	Payment to Contractor	631,479.41	631,629.41	80	83
320	1026	203	00 P 1		1,200.00		80	83
320	1026	203	00 N 1	Credit for Liquidated Damages	1,200.00CR	1,200.00CR	83	83
320	1026	205	01 P 1		33.83		81	82
320	1026	206	00 N 1	Interest on final Payment		362.86	81	81
320	1026	208	00 N 1	Deduction of Retainage Administration Costs		85.91CR	81	82
320	1026	284	00 P 1		338.32CR	338.32CR	83	83
320	1026	284	01 P 1			338.32	81	81
320	1026	284 ~~288~~	01 N 1	Payment to Utilities	338.32	338.32	83	83
320	1026	296	00 N 9	Transfer State funds		787,600.00CR	79	80
320	1026	297	00 N 9	Transfer Co. funds		596,600.00	79	79
320	1026	298	00 N 9	Transfer Fed funds		191,000.00	79	80
320	1026	900	00 P 1	Resident Engineer	76,700.65CR	28,262.10	79	83
320	1026	900	00 N 1	Resident Engineer	76,700.65	77,254.88	79	83
320	1026	915	00 P 1		242.52CR		82	83
320	1026	920	00 P 1		73.22CR		79	83
320	1026	920	00 N 1	Project Management	73.22	73.22	83	83
320	1026	928	00 P 1		.57		81	82
320	1026	928	00 N 1	Retainage Administration Costs	.26	85.91	80	82
320	1026	940	00 P 1		754.41CR		81	83
320	1026	940	00 N 1	Salem Materials Testing Lab	754.41	754.41	83	83
320	1026	944	00 P 1		1,542.17CR		81	83
320	1026	944	00 N 1	Technical Svcs Branch	1,542.17	1,542.17	83	83
320	1026	945	00 P 1		1,123.43CR		81	83
320	1026	945	00 N 1	Construction Branch	1,137.68	1,137.68	83	83
320	1026	948	00 P 1		12.61CR		81	83
320	1026	948	00 N 1	other Construction Engineering	20.70	26.67	81	83
320	1026	950	00 P 1		106.04CR		80	83
320	1026	950	00 N 1	Employee Training	106.04	106.04	83	83
320	1026	985	00 P 1		184.92CR		80	83
320	1026	985	00 N 1	EEO Monitoring Expense	184.92	184.92	83	83
		TOT	P1		711,323.30CR	216,676.12		
		TOT	N1		711,137.78	712,212.58		
		** JOB TOTALS **		**	185.52CR **	928,886.70 **		

W 1ST AVE-SPTC XING(EUGENE) CONT NO FA PROJ NOS RRP 1355001 100 — STATE 79 80

320	1030	900	00 P 1		1,182.27	1,182.27
		TOT	P1			1,182.27 **
		** JOB TOTALS **		**	**	1,182.27 **

CONT NO 8044 & FA PROJ NOS SOS 2002001 100 — STATE

801

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

02/10/83

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
320-1026	1#	M -1055-001 APPR-W32	191,000.00	928,986.70	216,676.12	88.15	191,000.00	191,000.00		
320-1030	1	RRP -1355-001 APPR-139		1,182.27	1,182.27	90.00	1,064.04		1,064.04 A	
320-1031	1#	[illegible]S -2002-001 APPR-680	55,159.29	115,741.50	64,310.70	85.77	55,159.29	56,159.29		
320-1033	1#	BROS-2003-001 APPR-117	106,431.66	134,259.16	133,039.57	80.00	106,431.66	106,431.66		
	8	BROS-2003-001 APPR-117		29,156.67		80.00				
320-1033		PREFIX TOTALS	106,431.66	163,415.83	133,039.57		106,431.66	106,431.66		
320-1037	1	RRS -1255-001 APPR-138	90,323.00	55,152.48	55,152.48	90.00	49,637.23	49,637.23		
320-1038	1	M -0000-036 APPR-W32	1383,192.00	1499,045.61	1502,012.48	88.18	1324,474.60	1324,331.75		142.85
	8	M -0000-036 APPR-W32	140,000.00	139,937.05	139,825.39	88.18	123,298.03	123,295.11		2.92
320-1038		PREFIX TOTALS	1523,192.00	1638,982.66	1641,837.87		1447,772.63	1447,626.86		145.77
320-1048	1	M -0000-012 APPR-W32	541,083.00	591,698.45	590,261.71	88.18	520,492.78	519,460.52		1,032.26
320-1051	1	TOR -1007-003 APPR-780	100,000.00	98,235.39	98,235.39	100.00	98,235.39	98,235.39		
320-1052	1	TOR -1007-001 APPR-780	1,000.00	228.30	228.30	100.00	228.30	228.30		
320-1053	1	M -0000-034 APPR-W32	134,957.00	156,761.54	154,706.17	88.18	136,419.90	134,957.00	1,462.90 B	
320-1059	1	TOR -1007-001 APPR-780	62,574.00	90.89	90.89	100.00	90.89	90.89		
320-1060	1	TOR -1007-001 APPR-780	15,110.00	874.35	874.35	100.00	874.35	874.35		
320-1066	1	TOR -1007-001 APPR-780	21,316.00	12,500.00	12,500.00	100.00	12,500.00	12,500.00		
320-1067	1	M -1140-003 APPR-W32	651,311.00	20,612.18	20,556.96	88.15	18,120.08	14,041.40		4,078.68
	8	M -1140-003 APPR-W32	7,000.00	194.03	193.46	88.15	170.53	129.35		41.18
320-1067		PREFIX TOTALS	668,311.00	20,806.21	20,749.42		18,290.61	14,170.75		4,119.86
320-1069	1	BROS-2003-004 APPR-117	165,700.00	1,437.43	1,437.43	80.00	1,149.94	853.28		296.66
320-1071	1	SOS -2003-002 APPR-680	28,352.00	584.86	584.86	88.15	515.55			515.55
321-1007	1#	SOS -2101-001 APPR-680	54,957.72	67,036.87	64,075.69	85.77	54,957.72	54,957.72		
321-1009	1	M -6885-001 APPR-W32	57,712.00	65,550.94	64,416.24	88.15	56,782.92	56,782.92		
	2	M -6890-001 APPR-W32	90,453.00	96,492.75	94,641.37	88.15	83,426.37	83,426.37		
321-1009		PREFIX TOTALS	148,165.00	162,043.69	159,057.61		140,209.29	140,209.29		

*cy: OSHD (Coulter)
8974

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

8-30-82

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 8/30/82	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. M-1095(1)
COMPLETION DATE 10/31/80	ACCEPTANCE DATE BY CONTRACT AGENCY 8/10/81	TIME ELAPSED 115 %	CONTRACT TIME 280 C.D.
APPROVED EXTENSIONS 34 C.D.	LOCATION County Road, Prairie Road, S. 6.25 miles		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PRAIRIE Rd - IRVING Rd & PARK AVE. - RIVER Rd
FAU 1095 (NORTHWEST EXPRESSWAY)
Grading, Paving and Signals

This project provided for the construction of roadbed grading, aggregate base, asphalt concrete pavement, traffic signals and other incidental work. A contract in the amount of $758,765.06 was awarded Delta Construction Co., Eugene, Oregon on 7/20/79. Work began on 8/14/79 and was completed in reasonably close conformance with the approved plans and specification on 10/31/80 at a final cost of $917,625.31 which includes $781,856.43 for bid items, $39,704.16 for approved changes, $2,175.00 for signal testing, $102,942.22 for engineering, $1,200.00 liquidated damages for 8 calendar days, and $2,751.50 liquidated damages for non-conformance of asphalt concrete mix. There were no major significant overruns or underruns. A total of 322 calendar days were used in completing the work as compared to the 280 days specified. A 34 calendar day time extension was approved on 5/27/81 leaving 8 calendar days for which liquidated damages were assessed.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 10 '82
REFER TO
Keeney
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy
9-13

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 9/10/82	TITLE Field Operations Engineer	DATE 9/8/82

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8974

8-3-82

TOTAL FED. FUNDS $191,000

C[illegible]. share: $\left(\frac{\overset{233,500}{191,000}}{81.8} \times 18.2\right) \div 2$

= $21,250

TEL BILLING VOUCHER 6-29-82

= 929,108

Less F.F. part = 233,500

100% co. = $695,608

+ CO. Mat. 21,250

$716,858

− 666,600

$50,258

8974

January 14, 1982

Mr. Monte C. McKeehen, P. C.
Salter, McKeehen, Gudger & Robins
Attorneys at Law
59 East 11th Avenue, Suite A
Eugene, OR 97401

CON 3
#8974

Dear Mr. McKeehen:

This will acknowledge your letter of January 11, 1982 addressed to the Secretary of State with a copy to the Department of Transportation with attached Release of Claim from Signals and Control Systems, Inc., dated January 8, 1982. This Release states that all sums due to Signals and Control Systems for services rendered and materials supplied is satisfied.

The Release is in connection with Contract No. 8974 with Delta Construction Company for work on the Prairie Road-Irving Road and Park Avenue-River Road Section on FAU 1095 in Lane County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Delta Sand and Gravel Co. and Babb Construction Co.
dba Delta Construction Co.
999 Division Avenue
Eugene, OR 97404

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, WA 98401

Noted on card
ts

Law Offices
SALTER, McKEEHEN, GUDGER & RABINE
a professional corporation
59 East 11th Avenue, Suite A
Eugene, Oregon 97401

Charles M. Gudger III
Monte C. McKeehen
Robert A. Rabine*
James R. B. Salter*
Carleton H.A. Taber**
Kevin Patrick Dolan*
Lewis Lynn Ellsworth**
J. B. Ransom*
Robert Owen Middleton*

*Member Washington Bar only
**Member Washington and California Bars
All others Oregon Bar only

Eugene Office:
Telex 152556 SEATAC
Telephone (503) 686-2244

Seattle Office:
3300 Westin Building
Seattle, Washington 98121
(206) 624-3216

Please reply to Eugene office

January 11, 1982

Secretary of State
State of Oregon
Salem, OR 97310

COPY FOR YOUR
INFORMATION

Re: Release of Claim on Performance Bond
Allen Blvd., Job 9026; Bull Run Road,
Job 9025; Bend South City Limits, Job
8950; Warren-Scappoose, Job 8798

6/20
#8 974 [redacted]

Dear Sir:

Enclosed for filing in each of the above matters is Release of Claim on Performance Bond.

Very truly yours,

SALTER, McKEEHEN, GUDGER & RABINE

RECEIVED
JAN 1
COM[illegible]
DEPARTMENT OF TRANSPORTATION

Monte C. McKeehen, P. C.

MCM:db

Enclosures

cc: Department of Transportation
Thomas H. Hoyt

RECEIVED
STATE HWY ENGR
JAN 12 '82
REFER TO
FOR

Info	Inves	R/D	D R	Sign	Act	File

RELEASE OF CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION,
by and through the Oregon State
Highway Division

BE IT HEREBY ACKNOWLEDGED that the previous claim on performance bond filed by Signals & Control Systems, Inc., a Washington corporation, against Babler Brothers, Inc., for the sum of $5,700.00 in reference to Department of Transportation Job No. 8798, and against the surety bond being posted through Seaboard Surety Company, said bond being dated September, 1978 is hereby withdrawn with prejudice.

All sums due and owing pursuant to the terms and provisons of Signals & Control Systems, Inc. invoice submitted to Hamilton Electric, Inc. for services rendered and materials supplied in connection with Department of Transportation Job No. [redacted] is hereby satisfied, payment being hereby acknowledged.

This Release of Claim on Performance Bond is being filed with the Secretary of State's office or the clerk or auditor of the Oregon Department of Transportation by and through the Oregon State Highway Division.

DATED this 8th day of January, 1982.

SIGNALS & CONTROL SYSTEMS, INC.

By ____________________
President

RECEIVED
JAN 1[illegible]
[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

8974

4

CON 5
8974

DATE: September 11, 1981

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Prairie Road-Irving Road and Park Ave.-River Road
Contract No. 8974

This federal-aid grading paving and signals project on a Lane County expressway has recently been completed. The final project costs reveal the need for an increase in the authorization of $47,882.54, or 5.4 percent.

The major causes for the increased project cost were overruns in the quantities of general excavation ($13,840) and asphalt concrete ($15,197), a greater-than-anticipated asphalt cement adjustment ($26,633), and an overrun of construction engineering ($35,925). The additional excavation was necessary to balance the project and to provide temporary borrow that was needed to construct a detour required by Lane County. Additional asphalt concrete was necessary at Irving Road to provide an acceptable transition to the existing expressway and at two signal locations to protect the loop detectors. The increased engineering cost was due primarily to inspection of extra work items and an extended period for contract work.

It is recommended that the Project Authorization be increased by $47,882.54 to a new total of $926,559.89. All of the increased cost is eligible for federal participation.

This matter will be on the consent calendar for the September 24 meeting.

OBJ:mk 1b

bc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
Ellis Jones
George Bell

8974

L

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: September 10, 1981

O-B Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Prairie Road-Irving Road and Park Ave.-River Road
Contract No. 8974

This federal-aid grading, paving and signals project on a Lane County expressway has recently been completed. The final project costs reveal the need for an increase in the authorization of $47,882.54, or 5.4 percent.

The major causes for the increased project cost were overruns in the quantities of general excavation ($13,840) and asphalt concrete ($15,197), a greater than anticipated asphalt cement adjustment ($26,633) and an overrun of construction engineering ($35,925). The additional excavation was necessary to balance the project and to provide temporary borrow that was needed to construct a detour required by Lane County. Additional asphalt concrete was necessary at Irving Road to provide an acceptable transition to the existing expressway and at two signal locations to protect the loop detectors. The increased engineering cost was due primarily to inspection of extra work items and an extended period for contract work.

All of the increased cost is eligible for federal participation and the County recognizes the reasons for increase.

A rough draft letter to the Transportation Commission is attached as is a copy of the Expected Overrun of Project Authorization form.

OBJ:WR:mk

Attach.

cc: Alfred Shirley, Jr.
Ellis Jones
Robert Church

OR

8974

L

9-10-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Mill Plain Electric, Inc. No. 9189	Mt. Hood Hwy. @ SE 104th Ave. Multnomah County	August 10, 1981
Delta Construction Co. No. 8974	Prairie Rd.-Irving Rd. & Park Ave.-River Rd. Lane County	August 10, 1981
Douglas S. Coats, Inc. No. 9262	Deschutes River (Sheep) Bridge Deschutes County	August 10, 1981
Ross Bros. Construction, Inc. No. 9222	Thornton Lake Bridge Benton County	August 12, 1981
W. R. Grasle Co. No. 9059	N.Tigard Intchge.-SW Beef Bend Rd. (Tigard) Multnomah & Washington Counties	August 14, 1981
A.K. Lundmark & Son, Inc. No. 8978	Nehalem River (CCC) Bridge Tillamook County	September 1, 1981
F. E. Ward, Inc. No. 9238	Little Luckiamute River (Smith Rd.) Bridge Polk County	September 2, 1981
N.L. Prouty Excavating No. 9252	Dairy Creek O'Flow Culvert Washington County	September 3, 1981
Don Kaisch Construction, Inc. No. 9212	M.P. 44.5 Marion County	September 4, 1981
Tice Electric Co. No. 9162	Hayden Island-NE Broadway St. (Portland) Multnomah County	September 4, 1981
Peter Kiewit Sons' Co. No. 9017	Yaquina Bay Bridge (Newport) Lincoln County	September 4, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Mill Plain Electric, Inc. No. 9257	SE Harmony Rd. @ International Way Clackamas County	September 8, 1981
Auburn Construction Co. No. 9251	Soap Creek Bridge Polk County	September 10, 1981

September 10, 1981

C. T. Keasey
Asst. State Highway Engineer

8974 L

August 13, 1981

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#8974

Gentlemen:

Contract No. 8974 awarded to Delta Sand and Gravel Company and Robb Construction Company dba Delta Construction Company for work on Prairie Road-Irving Road and Park Avenue-River Road Sections of FAU 1095 in Lane County was completed on June 8, 1981, and accepted by the State Highway Division on August 10, 1981.

Final payment in the amount of $5,000 will be released to the contractor after August 18, 1981. The total contract amount is $818,843.43 including $3,365.79 for work performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract, which has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fhm

cc Delta Construction Company
999 Division Avenue
Eugene, OR 97404

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8974 L.

July 31, 1981

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

COM 5
#8974

Attention: Emerson Hamilton

Gentlemen:

Thank you for your letter of July 23, 1981, with attached Satisfaction and Release of Claim on Performance Bond signed by Signals and Control Systems, Inc.

This claim was filed against you as subcontractor, in the amount of $20,422, and Delta Sand and Gravel Company and Babb Construction Company dba Delta Construction Company in connection with Contract No. 8974 for work on Prairie Road-Irving Road and Park Avenue-River Road Sections of FAU 1095 in Lane County.

We will note this information in our records and advise the prime contractor and the surety of the receipt of this payment.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Delta Sand and Gravel Co. and
Babb Construction Co. dba
Delta Construction Co.
999 Division Avenue
Eugene, OR 97404

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, WA 98401

Joseph, Gudger & McKechen
Attn: Monte G. McKechen
Attorneys at Law
39 East 11th Avenue, Suite A
Eugene, OR 97401

NOTED ON CARD
JS 7/31/81

HE
ELECTRICAL CONTRACTING

July 23, 1981

Oregon State Highway Division
Oregon Department of Transportation
Highway Building
Salem, Oregon 97310

The attached claim on performance bond dated November 7, 1980 was filed in reference to O.S.H.D. Contract #8974. Attached also is a satisfaction and release of the claim on that bond dated June 27, 1981. This should allow any retentions on this contract to cover this claim to be released immediately. If you have any questions, please contact us.

Very truly yours,

Emerson Hamilton

EH:grg

Attachments

cc: Secretary of State
Ellis Jones, R.E.
Delta Construction Co.
Transamerica Insurance Co.
United Pacific Insurance Co.

RECEIVED
JUL 24 1981
COMM SERVICES
DEPA TRANSPORTATION

RECEIVED
STATE HWY ENGR
JUL 24 '81
REFER TO
Jones
FOR

292 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 706 EUGENE, OREGON 97440

CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION, by and through
the Oregon State Highway Division:

NOTICE IS HEREBY GIVEN that the undersigned, SIGNALS & CONTROL SYSTEMS, INC., a Washington corporation, has a claim for certain traffic signal equipment and related labor involved in the installation thereof, as set forth on Exhibit "A" to this claim, said exhibit being attached hereto and incorporated herein as though fully set forth, and the person by whom said equipment was furnished was Signals & Control Systems, Inc., by and through its officers and employees, and the persons performing said labor to assist in the installation was Signals & Control Systems, Inc. by and through its officers and employees, Gordon O. Dale and/or David Edwin Naf; said claim being in the sum of $20,422.00 against the bond taken from Delta Sand & Gravel Company and Babb Construction Company, dba Delta Construction Company, 999 Division Avenue, Eugene, OR 97404 and the surety thereon being United Pacific Insurance Company by way of performance bond dated July 26, 1979, for the furnishing of the equipment set forth on Exhibit "A" and related labor to assist in installation on Irving Drive/Prairie Road, Lane County, Eugene, Oregon and in reference to Oregon State Highway job No. 8974. Said equipment and labor was provided by claimant to Hamilton Electric, 232 West 5th Avenue, P. O. Box 708, Eugene, Oregon 97440, who was a subcontractor of Delta Sand and Gravel Co. and Babb Construction Co., dba Delta Construction Co.

This notice is being filed with the Secretary of State's office or the Clerk or Auditor of the Oregon Department of Transportation, by and through the Oregon State Highway Division, according to and in conformance with ORS 279.528.

DATED this 7th day of December, 1980.

SIGNALS & CONTROL SYSTEMS, INC.

By ______________
Title: Sec/Trea

CERTIFIED TRUE COPY
By ______________

RECEIVED
JUL 24 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EXHIBIT "A" TO
CLAIM ON BOND OREGON STATE
HIGHWAY - DEPARTMENT OF
TRANSPORTATION JOB #8974

Signals & Control Systems, Inc. equipment furnished together with labor for installation re: Invoice 798-2 - invoice dated September 15, 1980:

14	Signal Heads	
12	PED Heads	
12	PED Push Buttons and Signs	
2	Bike Push Buttons and Signs, Flasher and Cabinet	$ 5,990.00

Invoice #0405 dated July 28, 1980

1	40 Controller in P Cabinet	
1	50 Controller in P Cabinet	$14,232.00

Invoice #798-3 dated October 13, 1980

2	Bike Pushbuttons & Signs	
1	Solid State Flasher	
1	Flasher Cabinet W/20A Breaker	$ 200.00
		$20,422.00

RECEIVED
JUL 24 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SATISFACTION AND RELEASE OF CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION, by and through
the Oregon State Highway Division

BE IT HEREBY ACKNOWLEDGED that the previous claim on performance bond filed by Signals & Control Systems, Inc., a Washington corporation, against Delta Sand & Gravel Company and Babb Construction Company, dba Delta Construction Company, for the sum of $20,422.00, in reference to Department of Transportation job No. 8974, and against the surety bond being posted through United Pacific Insurance Company, said bond dated July 26, 1979, has been paid in full.

Satisfaction of all sums due and owing pursuant to the terms and provisions of Signals & Control Systems, Inc. invoice No. 798-2 dated September 15, 1980 is hereby satisfied in full, full payment being hereby acknowledged.

This satisfaction and release of claim on performance bond is being filed with the Secretary of State's office, or the clerk or auditor of the Oregon Department of Transportation, by and through the Oregon State Highway Division.

DATED this 26 day of JUNE, 1981.

SIGNALS & CONTROL SYSTEMS, INC.

By ________________ SEC/TREA.
Title

RECEIVED
JUL 24 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#89.74

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 27, 1981

In Reply Refer to File No. CON 5 #8974

Delta Construction Company
999 Division Avenue
Eugene, OR 97404

Re: Time Extension Request
Prairie Rd.-Irving Rd. &
Park Ave.- River Rd.
(Northwest Expressway)
FAP No. M-1095(1)
Contract No. 8974

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 34 calendar workdays is granted due to the performance of extra work and additional work under the contract.

There remains eight calendar workdays of liquidated damages assessed under this contract. Should you wish to submit additional data or to further review this matter, please contact the Resident Engineer.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

CBJ:fr

cc: H. S. Coulter (w/att.)
Alfred Shirley "
Ellis Jones "
FHWA "
George Price, City of Eugene (w/att.)
Bob Church

RECEIVED
STATE HWY ENGR
MAY 28 '81
REFER TO
FOR

Info	Issues	R/D	D/R	Sign	Act	File

Form 734-3127

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

DATE: May 18, 1981

TO: O. B. Jackmond
Contract Administration Engineer

FROM: JAMES J. GIX
Regional Construction Engineer

SUBJECT: Prairie Rd.-Irving Rd. and Park Ave.-River Rd. Project
Contract No. 8974
Contractor's Request for Extension of Time

Attached you will find contractor's request for increase in the number of work days for subject project along with copies of the contractor's justification, county engineer's recommendation and the resident engineer's analysis and recommendation.

I find that I agree that an additional 34 days should be allowed as recommended by the owner and the resident engineer.

The bar chart pretty well demonstrates the time problem on the project. For numerous reasons the contractor arrived at the realistic beginning of the 1980 construction season with 32% of the work completed and 76% of the time expended. Into this compressed time frame the county interjected a change in the specifications to eliminate a detour at the Prairie Rd. connection and force construction under traffic. As the resident engineer points out, this completely upset the planning and in effect, created a new critical path for timely completion.

o.k

The extra work was done without extra compensation other than paying unit price for the added excavation under traffic. Although it is difficult to show the actual time lost on the days allocated, I feel the time extension is justified to avoid a claim for extra compensation. This is the basis of my recommendation for a 34-day time extension.

ok

No

jjg/cw
Attach.

cc Ellis Jones

RECEIVED
MAY 21 1981
CONSTRUCTION BRANCH
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CTK -
I concur with Resident's recommendation to grant an extension of 34 CWD due to extra work and additional work.

Contains
ecycled
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125-1287

STATE OF OREGON INTEROFFICE MEMO

ODOT-Construction,Eugene 686-7608
DEPT. TELEPHONE

File: CON 5

TO: A. Shirley, Region Engineer

DATE: 10 April 1981

FROM: Ellis H. Jones
Ellis H. Jones, Resident Engineer

SUBJECT: Prairie Rd-Irving Rd and Park Ave-River Rd Project
Contract: 8974
Prefix: 320-1026
Contractor's Request for Extension of Time

Calendar work day charges started 3 August 1979 and ended 31 October 1980. No charges were made between 30 November 1979 and 1 March 1980 as specified for projects under Calendar Work Day Schedules. Also, no charges were assessed from 2 June thru 14 July 1980 while project was on temporary suspension in accordance with Section 108.08(b) of Standard Specifications for Highway Construction. 280 calendar work days were allowed for completion of this contract and 322 days were used.

This project consisted of grading, paving and signals. Grading work started on 6 September 1979 and continued thru 10 October 1979. By October 1979 approximately 60% of the excavation was complete and half of the subgrade was finished to grade.

The contractor did not attempt to produce base aggregate in 1979. Even though suitable weather conditions prevailed, he could not proceed with any further excavation since the remaining areas of excavation were under traffic and could not be left unsurfaced thru the winter months.

Normal winter and spring rains saturated the unprotected subgrade. May and June of 1980 were cooler than normal with higher than average amounts of precipitation. On 14 May 1980 attempts to reshape and finish the subgrade were initiated. By 21 May soft areas were becoming increasingly apparent. It became evident that the work could not proceed as planned. Several methods were considered to correct this problem and were discussed with the contractor and Lane County. On 22 May 1980 it was decided that Cotrell dust should be added to the least stable area. The following day the contractor at his own expense subexcavated and Cotrell dust was added and mixed under an extra work order. Although stabilization was achieved where the Cotrell dust was used, efforts to fine grade and place base aggregate only resulted in further deterioration throughout the subgrade. During this 12 day period of extra work and experimentation from 21 May to 2 June 1980 no real progress was made. In order to avoid additional damage to the grade, a stop work order was issued and calendar work day charges were suspended on 2 June 1980. By 15 July 1980 most of the soft areas were stabilizing; work began and calendar work day charges were resumed.

The plans for this project indicated that the excavation, approximately 4500 Cu. Yds., from the Prairie Road connection (station 75 - 83) would be used to construct the subgrade south of Irvington Drive (station 83 - 214) but did not show any stage construction or provisions for handling traffic. Lane County had advised that they would install signs and traffic could be detoured away from the project while excavating Prairie Road and constructing the grade south of Irvington Drive.

On 28 July 1980 as the contractor was preparing to excavate the Prairie Road connection, Lane County decided that the detour could not be used. They also would require the grade to be constructed and paved from Irving Road through Irvington Drive before the SPTCo crossing at Prairie Road could be closed and the excavation could proceed. Therefore construction of the embankment from station 83 - 214 could not begin and work was delayed until after 2 August when approval was received and subsequent surveying was completed for the temporary borrow area located west of centerline between station 208+00 - 241+50. Other work on the project continued as scheduled but completion of the earthwork was delayed due to this change in staging.

Once the borrow area was established and the grading work from station 83 to 214 was completed and based, the prime contractor had to pull off the project while his subcontractor paved this area.

The contract work was delayed due to the change in plans and/or extra work performed by the contractor as follows:

(1) 11 days from 21 May to 2 June 1980 due to the extra work involving subexcavation and application of Cotrell dust in an effort to stabilize soft areas in the grade.

(2) 6 days from 28 July to 2 August 1980 while approval was received and surveying was completed for the borrow area from which material was used to construct the embankment between station 83 - 214.

(3) 1 day on 22 September 1980 for the contractor to remobilize after his subcontractor had paved the completed roadway between station 83 - 214.

(4) 15 days from 23 September to 7 October 1980 due to the change in staging resulting in the rescheduling of excavation at Prairie Road. After remobilization on 22 September the contractor began construction of the Prairie Road connection between station 75 - 83 and because of the change in staging this work now had to be done while maintaining through traffic. The material from the Prairie Road connection was used to replace the material borrowed from station 208+00 to 241+50. This work involved the excavation and haul of approximately 4500 Cu. Yds. of material as an increase in Bid quantities. Even though additional difficulties were encountered while excavating, basing and paving this area under traffic, the contractor agreed to perform this work at Bid prices. Lane County has reviewed this staging change and in their letter

of 6 February 1981 recommends that the contractor not be charged for this 22 day period from 7/28 to 8/2/80 and 9/22 to 10/7/80.

A total of 42 days in excess of the allotted contract time were charged to the contractor. 12 days from 21 May to 2 June 1980 were related to extra work preceeding temporary suspension, 22 days including extra time for mobilization were a direct result of the change in staging and the additional 4500 Cu. Yds. of excavation. I recommend that 34 days be granted the contractor and that 8 days should be charged to the contractor for liquidated damages.

lane county

February 6, 1981

Ellis Jones, Resident Engineer
Oregon State Highway Department
2191 East 15th Avenue
Eugene, Oregon 97403

Re: Contract No. 8974 - Northwest Expressway
Time Extension Request

Dear Ellis:

We have reviewed Delta Construction Company's request in their letter of January 12, 1981 for a time extension, particularly with respect to the delay involving the Prairie Road connection at the northerly end of the project.

The delay from September 23, 1980 through October 7, 1980 as indicated in Delta's letter was a direct result of Lane County's request that traffic be maintained on Prairie Road instead of routing the traffic over Link Lane as originally planned. This request did result in borrowing material south of Prairie Road and backfiling the borrow area with material excavated in making the new correction to Prairie Road.

There was additional delay in scheduling and rescheduling the closure of the Prairie Road crossing because of the time required to process the order of the Board of County Commissioners order authorizing the closure of the crossing.

It is the County's opinion that the request for an additional 22 days is valid and we would recommend approval.

Very truly yours,

Geo Price

George Price
County Engineer

GP/sm

cc: Don Greer, Field Engineer

DEPARTMENT OF PUBLIC WORKS / 3040 DELTA HIGHWAY NORTH / EUGENE, OREGON 9740

Warren ✓

8974.

2 CA
3 FOE ✓
4 QCE
SCS
SEO
MAY 12 1981
CONSTRUCTION
BRANCH
LE
TC
FE
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Lane Co

STATEMENT OF OVERRUNS AND UNDERRUNS

oject: Prairie Rd-Irving Rd and Park Ave-River Rd
Highway: FAU 1095 (Northwest Expressway)
ounty: Lane

Contract: 8974
Prefix: 320-1026
FA No: M-1095(1)

tem No	Item	Unit	Original	Semi-Final	%(+ or -)
	Bid Items	$	758,765.06	781,856.43	+3.0%
	Anticipated Items	$	15,400.00	34,688.37	+125.3%
	Contingencies	$	34,837.43	5,015.79	-85.6%
	Engineering	$	69,674.86	102,942.22	+47.7%
	Engineering for Signal Controller Testing	$	2,000.00	2,175.00	+8.8%
	Liquidated Damages 42 days @ $150.00/Day	$	-	-6,300.00	-
	Adjustments for Non-conformance of Asphalt Concrete	$	-	-2,751.50	-
	TOTAL:	$	878,677.35	917,625.31	+4.4%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost:

INDIVIDUAL OVERRUNS AND UNDERRUNS

Flagmen Hrs 1,800 984 -45.3%

Less flagging hours needed than had been anticipated.

General Excavation C.Y. 30,200 38,904.7 +28.8%

The original excavation quantities shown on the plans allowed for stripping the sod when clearing and grubbing but in order to balance the job this was not done resulting in an additional 2200 C.Y. excavation north of Irving Road and 1850 C.Y. for the south unit. Also, it was necessary to temporarily borrow 4661 C.Y. of material from station 208+00 to 241+50 to construct the subgrade at station 83 - 214 in order to maintain traffic on Prairie Road as required by Lane County once the SPTCo crossing was closed. This material was replaced by the excavation from station 75 to 83.

15 3/4"-0 Aggregate Base Ton 8,000 9,890.38 +23.6%

Additional 3/4"-0 aggregate was required from station 380 - 435 where the contractor attempted to use a laser level to grade the 1¼"-0 base. Suitable results were never obtained and for 2-3 weeks the 1¼"-0 aggregate was overworked and did not reach the required grade. Rather than add more coarse aggregate, 3/4"-0 was used to complete the remaining leveling. Also, additional 3/4"-0 aggregate base was used at the culverts installed at station W 0+35 along Park Avenue and at station IV 2+75 at Irvington Drive.

6 1¼"-0 Aggregate Base Ton 92,000 93,662.64 +1.8%

Additional aggregate base was used at River Rd and Prairie Rd connections where it was necessary to subexcavate unsuitable subgrade material under existing pavement.

xc: Rd. Design & Traffic

Item No	Item	Unit	Original	Semi-final	%(+ or -)
17	Class B Asphalt Concrete The plans for this project called for a 2 inch total asphalt concrete structure. Additional A/C had to be used at Irving Rd to make an acceptable transition to the existing expressway. Also, extra thickness of A/C was required at the two signal locations to protect the loop detectors.	Ton	8,300	9,604.76	+15.7%
26	Guardrail Type 2A 400 L.F. guardrail was eliminated at station Lc 84+20 and station LD 2+00 where the SPTCo crossing was obliterated at Prairie Road. The guardrail run at the Hansen Lane-Knapp Street connector was shortened by 25 L.F. 50 L.F. of rail was added at station 386+00 around the oil sump area due to the high volume of off-road traffic and the depth of the sump.	L.F.	675	300	-55.6%
PA#4	Price adjustment for non-conformance of A/C mix and Liquid Asphalt, BI #17 & 18	$	-	-2,751.50	-
EWO#1	Slot pipe and adjust pipe run A 4" I.D. River Road Water District water main at station 386+00 - 140+00 Lt required adjustment before contractor could continue work in this area. To prevent delay in project work the contractor was directed to slot pipe joint and adjust pipe run of 36" concrete culvert to accommodate the water main and reimbursed under this order.	$	-	343.10	-
EWO#2	Subexcavate soft spot and treat with Cottrell Dust The roadway surface was excavated to plan elevation in the fall of 1979 and no further work was done on this project during the winter months. When grading operations resumed in May 1980, a soft spot developed at sta 381 - 381+50 that had to be subexcavated and treated with Cottrell Dust to attempt to stabilize this area.	$	-	982.17	-
EWO#3	Furnish and install traffic signal pole The manual on Uniform Traffic Control Devices (Sec. 4B-12(1)) requires a minimum of two signals for the through traffic. The plans only showed one signal head installation for North bound traffic on River Road (Pole #10). Due to the bicycle lane next to the traffic lane and poor visibility for the approaching traffic, two signal heads were mounted on the mast arm requiring a modification in design in the pole and arm.	$	-	1,029.22	-
EWO#4	Relocate Signal Base The base for pole #8 was staked and constructed in the wrong location due to questionable instructions on project plans. To prevent any delay in project work, payment for relocation of base was made under this force account.	$	-	1,011.30	-
6001	Liquid Asphalt Adjustment The anticipated amount of $6,000.00 was insufficient to cover the asphalt adjustment on this project.	$	6,000.00	32,632.77	+443.9%

1 Vermes
Anderson
2 Watkins
Olson
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Turpin
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RECEIVED
MAY 15 1981
ROAD DESIGN SECTION
Do Not File ☐
Return To
Bring Up ___/___
Action

Item No	Item	Unit	Original	Semi-Final	%(+ or -)
98999	Engineering	$	69,674.86	105,116.25	+ 50.9

The above amount includes engineering for controller testing which was overrun by 8.8%. The engineering for construction was overrun due to the extended period of contract work during which time inspection overtime, restaking by survey crew and many time consuming problems such as the unsuccessful use of laser level, sub-excavation of soft spots in subgrade, application of Cottrell Dust, and staking the borrow area for additional embankment material, necessitating additional engineering charges.

8974

L.

REPORT NO. 85

734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PRAIRIE RD-IRVING RD & PARK AVE-RIVER RD

WEEK ENDING: 4 APRIL 1981

SECTION PREFIX: 320-1026

HIGHWAY: FAU 1095 N.W. EXPRESSWAY

COUNTY: LANE

NAME OF JOB: PRAIRIE-IRVING RDS & PARK AVE-RIVER RD

KIND OF WORK: GRADING,PAVING & SIGNALS

CONTRACTOR: DELTA CONSTRUCTION CO.

CONTRACT NUMBER: 8974

FEDERAL AID PROJECT NUMBER: M-1095(1)

DATE OF CONTRACT: 20 JULY 1979

DATE WORK STARTED: 14 AUGUST 1979

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 280 CWD

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 322

PERCENT OF TIME ELAPSED 115.0%

PROJECT AUTHORIZATION: $ 878677.35

EXCLUSIVE OF ENGINEERING: $ 809002.49

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 808065.19 **

ESTIMATED PERCENT: UNDERRUN 0.1 %

ENGINEERING AUTHORIZATION $ 69674.86

ENGINEERING COST TO DATE $ 105116.25

THIS WEEK 0.0

PERCENT OF AUTHORIZATION 150.9 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.0%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99.9%

DATE PROJECT WAS COMPLETED: 31 OCTOBER 1980

**NOTE: Estimate includes Liquidated Damages

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100.%	100.%	100.%	100.%	100.%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.93	2.93			2.93
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	30200.0 CY	100000.0 TN			8300.0 TN
TOTAL QUANTITIES CORRECTED TO DATE	38904.7 CY	103553.0 TN			9627.3 TN
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	38904.7 CY	103553.0 TN			9627.3 TN
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~BRIDGE~~ NO.	GUARD RAIL	CONCRETE CURBS	MAILBOX POSTS	TRAFFIC SIGNAL				
PERCENT	100.%	100.%	100.%	100.%				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY	SHOWERS	0		
TUESDAY	RAIN	0		
WEDNESDAY	SHOWERS	0		
THURSDAY	SHOWERS	0		
FRIDAY	SHOWERS	0		
SATURDAY		0		

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RECEIVED
APR 6 1981
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
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Richards
Berg
Inlow
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Prairie Rd-Irving Rd and Park Ave-River Rd - for week of March 29 thru April 4,1981.
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: No activity.

Next week: No activity planned.

NOTE: Project work complete. Semi-final to be submitted by 4 April 1981.

SIGNED Ellis H Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

#8974

L.

STATE OF OREGON

INTEROFFICE MEMO

ODOT-Construction,Eugene 686-7608
DEPT. TELEPHONE

File: CON 5

TO: E. Shirley, Region Engineer
Attn: Jim Gix

DATE: 27 March 1981

FROM: Ellis H. Jones
Ellis H. Jones, Resident Engineer

SUBJECT: Prairie Rd-Irving Rd and Park Ave-River Rd Project
Contract: 8974
Prefix: 320-1026
Contractor's Request for Extension of Time

In reference to teletype of 25 March 1981 the following information is furnished:

Western Bridge, Inc. submitted their original request for extension of time, including letter dated 24 November 1980, to Oregon Bridge Engineering Company.

OBEC forwarded the request and their recommendation to City of Eugene (letter dated 19 December 1980).

The City of Eugene denied the request and returned it to OBEC (letter dated 15 January 1981).

A new letter dated 4 February 1981 from Western Bridge was received by OBEC requesting 2 days extension.

OBEC submitted that request and their recommendation for the 2 days to City of Eugene (letter dated 13 February 1981).

The City of Eugene concurred with the request and OBEC's recommendation then submitted it to our office (letter dated 10 March 1981).

I agreed with the original denial by City of Eugene for 20 days and concurred with their recommendation that a 2 day extension be granted for completion of Extra Work and submitted the request to Region.

EHJ/fs
Enclosures
cc: O.B. Jackmond w/enclosures ✓
File

Keasey RECEIVED Richards
Jackmond Berg
Hopkins MAR 30 1981 Inlow
Williams Widmer
Johnson CONSTRUCTION Gebauer
Glenn BRANCH Church

8974

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L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
NOV 21 1980
NORMA PAULUS
SECRETARY OF STATE

November 20, 1980

IN REPLY REFER TO
FILE NO.:
CON 5
#8974

Joseph, Gudger and McKeehen
Attorneys at Law
59 East 11th Avenue, Suite A
Eugene, OR 97401

Attention: Monte C. McKeehen

FILED
NOV 21 1980
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge your letter of November 10 with attached claim on behalf of Signals and Control Systems, Inc., indicating that Hamilton Electric, subcontractor, owes them for traffic signal equipment and labor in the amount of $20,422.

The claim states this is in reference to the Delta Sand and Gravel Co. and Babb Construction Co., dba Delta Construction Company Contract No. 8974 for work on Prairie Road-Irving Road and Park Avenue-River Road Sections of FAU 1095 in Lane County.

United Pacific Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV 24 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RWG:dms

cc: Delta Sand and Gravel Co. &
Babb Construction Co. dba
Delta Construction Co.
999 Division Avenue
Eugene, OR 97404

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

NOTED ON CARD
11-25-80 dmd

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter

JOSEPH, GUDGER, MCKEEHEN & JAMES
ATTORNEYS AT LAW
59 EAST 11TH AVENUE, SUITE A
EUGENE, OREGON 97401
AREA CODE 503 - 686-2244

JON A. JOSEPH
CHARLES M. GUDGER, III
MONTE C. MCKEEHEN
DAVID W. JAMES, JR.

COTTAGE GROVE OFFICE
942-7311

REPLY TO EUGENE OFFICE

November 10, 1980

Clerk
Department of Transportation
Oregon State Highway Division
Transportation Building
Salem, OR 997310

Re: Filing Notice of Claim on Bond pursuant
to ORS 279.528
Signals & Control Systems, Inc., Claimant;
Delta Sand and Gravel Co. and Babb Construction
Co., dba Delta Construction Co., General Contractor;
Oregon State Highway Division, Public Body Letting
Contract; -- Contract No. No. 8974

Dear Sir:

Enclosed is a true copy of the lien we are filing in the above entitled matter.

Very truly yours,

JOSEPH, GUDGER & McKEEHEN

Monte C. McKeehen

MCM:db
Enclosure

CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION, by and through
the Oregon State Highway Division:

NOTICE IS HEREBY GIVEN that the undersigned, SIGNALS & CONTROL SYSTEMS, INC., a Washington corporation, has a claim for certain traffic signal equipment and related labor involved in the installation thereof, as set forth on Exhibit "A" to this claim, said exhibit being attached hereto and incorporated herein as though fully set forth, and the person by whom said equipment was furnished was Signals & Control Systems, Inc., by and through its officers and employees, and the persons performing said labor to assist in the installation was Signals & Control Systems, Inc. by and through its officers and employees, Gordon O. Dale and/or David Edwin Naf; said claim being in the sum of $20,422.00 against the bond taken from Delta Sand & Gravel Company and Babb Construction Company, dba Delta Construction Company, 999 Division Avenue, Eugene, OR 97404 and the surety thereon being United Pacific Insurance Company by way of performance bond dated July 26, 1979, for the furnishing of the equipment set forth on Exhibit "A" and related labor to assist in installation on Irving Drive/Prairie Road, Lane County, Eugene, Oregon and in reference to Oregon State Highway job No. 8974. Said equipment and labor was provided by claimant to Hamilton Electric, 232 West 5th Avenue, P. O. Box 708, Eugene, Oregon 97440, who was a subcontractor of Delta Sand and Gravel Co. and Babb Construction Co., dba Delta Construction Co.

This notice is being filed with the Secretary of State's office or the Clerk or Auditor of the Oregon Department of Transportation, by and through the Oregon State Highway Division, according to and in conformance with ORS 279.528.

DATED this 7th day of November, 1980.

SIGNALS & CONTROL SYSTEMS, INC.

By ______________
Title: Sec./Trea.

RECEIVED
NOV 1[illegible] 1980
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED TRUE COPY
By ______________

EXHIBIT "A" TO
CLAIM ON BOND OREGON STATE HIGHWAY - DEPARTMENT OF TRANSPORTATION JOB #8974

Signals & Control Systems, Inc. equipment furnished together with labor for installation re: Invoice 798-2 - invoice dated September 15, 1980:

14	Signal Heads	
12	PED Heads	
12	PED Push Buttons and Signs	
2	Bike Push Buttons and Signs, Flasher and Cabinet	$ 5,990.00

Invoice #0405 dated July 28, 1980

1	40 Controller in P Cabinet	
1	50 Controller in P Cabinet	$14,232.00

Invoice #798-3 dated October 13, 1980

2	Bike Pushbuttons & Signs	
1	Solid State Flasher	
1	Flasher Cabinet W/20A Breaker	$ 200.00
		$20,422.00

RECEIVED
NOV 1[illegible] 1980
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

CLAIM ON PERFORMANCE BOND

8974

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-112	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 8-16-79	State County Oregon Project No. Lane M - 1098 (1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Prairie Rd. Irving Rd. & Park Ave. - River Rd. Sec.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-6-79	2.927
OTHER *(Specify)*		

FUNDS Pro Rata 81.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 860,600.00	$ 191,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

By For: A. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator 8-16-79

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be perfotmed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds, (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, August 6, 1979

Federal Aid Project
No. M-1095 (1)

PRAIRIE ROAD - IRVING ROAD SECTION
PARK AVE. - RIVER ROAD SECTION
NORTHWEST EXPRESSWAY
LANE COUNTY

Project Agreement Estimate

Type Code 6201
Roadway (Sta. L^2 75+00 thru EQ L^2 95+31.93 = LC 95+32.41 thru EQ LC 100+01.55 = L 200+00.00 to Sta. L 258+35)
(Sta. L 366+00 to L^1 437+20)

Mobilization	All Required		$ 15,000.00
Temporary Protection and Direction of Traffic	All Required		3,000.00
Temporary Signs	586 Sq.Ft.	5.00	2,930.00
Temporary Barricades	30 Each	30.00	900.00
Flagmen	1,800 Hour	16.00	28,800.00
Clearing and Grubbing	All Required		8,890.00
Removal of Structures and Obstructions	All Required		2,000.00
General Excavation	30,200 Cu.Yd.	1.59	48,018.00
Trench Excavation	335 Cu.Yd.	5.00	1,675.00
3/4-0 Bedding Material	140 Cu.Yd.	7.00	980.00
1 1/2"-0 Rock Backfill	240 Cu.Yd.	7.00	1,680.00
Finishing Roadbed and Slopes	All Required		8,928.00
Obliteration of Old Roadway	370 Sq.Yd.	1.00	370.00
Watering	1,730 M.Gal.	5.00	8,650.00
3/4"-0 Aggregate Base	8,000 Ton	3.59	28,720.00
1 1/2"-0 Aggregate Base	92,000 Ton	3.59	330,280.00
Class "B" Asphalt Concrete Mixture	8,300 Ton	11.45	95,035.00
Asphalt Cement in Mixture	540 Ton	106.00	57,240.00
12-inch Culvert Pipe	177 Lin.Ft.	6.00	1,062.00
18-inch Culvert Pipe	328 Lin.Ft.	7.50	2,460.00
36-inch Culvert Pipe	148 Lin.Ft.	42.72	6,322.56
8-inch Sewer Pipe	48 Lin.Ft.	12.00	576.00
18-inch Arch Type Pipe	60 Lin.Ft.	8.50	510.00
Concrete Manholes	1 Each	1,800.00	1,800.00
Concrete Inlets, Type G-1	1 Each	500.00	500.00
Guard Rail, Type 2A	675 Lin.Ft.	12.50	8,437.50
Guard Rail Anchors, Type 1	5 Each	300.00	1,500.00
Rail End Pieces, Type C	6 Each	150.00	900.00
Concrete Curbs	93 Lin.Ft.	2.00	186.00

Oregon State Highway Division
Salem, Oregon, August 6, 1979

Federal Aid Project
No. M-1095 (1)

Extra For Asphalt Approaches	11 Each	35.00	385.00
Adjusting Inlets	2 Each	125.00	250.00
			$ 667,985.06
Anticipated Items			
Railroad Protective Cost	All Required		$ 1,800.00
Permanent and Temporary Pavement Striping	All Required		2,300.00
Remove Pavement Striping (Exist. & Temp.)	All Required		500.00
Temporary Erosion Control	All Required		1,000.00
On the Job Trainees (1 at $800)	All Required		800.00
			$ 6,400.00
	Subtotal		$ 674,385.06
	Engineering		84,298.94
	Total		$ 758,684.00

Type Code Y031
Signals (Sta. 258+35) (Sta. 437+20)

Traffic Signals Installation, Complete	All Required	$ 90,680.00
	Subtotal	$ 90,680.00
	Engineering	9,335.00
	Engineering (Sig. Cont. Testing)	2,000.00
	Total	$ 102,015.00

Length of Roadway - - - - - - - - - - - - - 2.927 mi.
Cost of Roadway Per Mile - - - - - - - - - $ 259,201.91

Retained in Program Status (not included in amounts below) Asphalt cement adjustment	6,000.00

SUMMARY OF FUNDS (81.8%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 758,684	$ 180,799	$ 20,115	$ 557,770
Signals	102,015	10,201	1,135	90,679
Total	$ 860,699	$ 191,000	$ 21,250	$ 648,449

Group 1 100%
Contract No. 8974
Prefix 20-8206
Prefix 320 1026

Oregon State Highway Division
Salem, Oregon, August 6, 1979

Federal Aid Project
No. M-1095 (1)

PRAIRIE ROAD - IRVING ROAD SECTION
PARK AVE. - RIVER ROAD SECTION
(Nonparticipating - State Work)

Setting Mailbox Posts	2 Each	50.00	$ 100.00
State Responsibility for Damages	All Required		1,000.00

8974

June 29, 1979

Lane County
3040 N. Delta Highway
Eugene, Oregon 97401

Attn: George Price
Director of Public Works

Gentlemen:

On June 28, 1979 a satisfactory bid was received from Delta Construction, 999 Division Street, Eugene, Oregon 97402 for construction on the Prairie Road-Irving Road and Park Avenue-River Road (NW Expressway) Section, FAU 1093. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$758,765.06
Railroad Protective Costs	$ 1,800.00
Permanent Pavement Striping	2,300.00
Remove Pavement Striping (Exist. & Temp.)	500.00
Temporary Erosion Control	1,000.00
Asphalt Cement Adjustment	6,000.00
On the Job Trainees (1)	800.00
State Responsibility for Damages	1,000.00
Signal Controller Testing	2,000.00
4 1/2% Contingencies	34,837.43
9% Engineering	69,674.86
ESTIMATED COST	$878,677.35
FHWA Funds Max.	-191,000.00 ÷81.8% = $233,500 × 9%
State Funds	- 21,075.00
COUNTY'S COSTS	$666,602.35

County's Advance Deposit: say $666,600.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 20, 1979.

Please make your check for $666,600.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Swan
Operation Programming Engineer

FH:pf

bcc w/AD # 652: Jack Ayres, Federal Aid Specialist
Vern Skoog - Please return completed AD # 652 when check is received.

7-20-79
Ellis Jones has $66,600
from Lane Co., will submit
to Skoog. notified [illegible]
& Jack Ayres.

✓

7-24-79
Rec'd in Accounting
✓

8974

6-6-79

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-1095(1)

STAT OJECT NO. See below

COUNTY NAME Lane

PROGRAM STAGE (Check)
☐ ☐ 2.

RECEIVED
STATE HWY ENGR
JUN 22 '79
REFER TO Macl[illegible]
FOR
Info | Irr.cc | R/D | D/R | Sign | Act | File

6-22
orig to

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90182

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED 6-6-79

DATE AUTHORIZATION EFFECTIVE 6-6-79

FEDERAL ROUTE NUMBER FAU 1095

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Prairie Rd. - Irving Rd. and Park Ave. - River Rd. Section

GENERAL DESCRIPTION OF WORK:

Grade, Drain, Pave and Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

Railroad Protective Services $1,800
Temp. & Perm. Pavement Striping (S.F.) $2,300
Remove Pavement Striping (Exist. & Temp.) (S.F.) $500
Temp. Erosion Control $1,000 - On-the-job Training $800

REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's June 4, 1979 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,172,913 - Federal Funds $191,000.

A signed copy of the Title Sheet is returned herewith.

DATE 6-6-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8774

Section Prairie Rd-Irving Rd & Park Ave-River Rd Programming Estimate $1,165,000

Highway FAU 1095 (Northwest Expressway) Project Length 3.08 Mi

County Lane Completion Time 280 Cal. Days

Kind of Work Grading, Paving & Signals 7-1-80

Prefix 20-8206 FA Project No. M-1095 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		1,036,289 50 $ ~~1,026,159~~ 50
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs	1,800	
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	2,300	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)	500	
Temporary Erosion Control	1,000	
~~State Furnished~~ Asphalt Cement Adjustment	6,000	15,400 $ ~~9,400~~
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees 1	800	
State Responsibility for Damages	1000	
Signal Controller Testing	2,000	
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		1051,689 50 $ ~~1035,559~~ 50
Contingencies (4-1/2%)	47326 03	~~46,600 18~~
Engineering (8 %)	84,135 16	~~82,844 76~~
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ ~~1,165,004~~ 1,183,150 69

APPROVED

Road Design Engineer

APPROVED
Duane Christensen
FINAL DESIGN ENGR.

Rec'd 5-30

OK

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 3-12-79

Section Prairie Rd Irving Rd & Park Ave-River Road
County Lane
Kind Of Work Grading, Paving & Signals
Length 3.08mi
Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost 3/20/79	Total 8
1	Mobilization (8%)		Lump Sum	All		76,800 ~~46,000~~
2	Temporary Protection And Direction Of Traffic		Lump Sum	All	—	13,000^{00}
3	Temporary Signs		Sq. Ft.	586	6^{00}	3516
4	Temporary Barricades		Each	30	100^{00}	3,000
5	Flagmen		Hour	1800	20^{00}	36,000
	ROAD WORK					
6	Clearing And Grubbing		Lump Sum	All	—	1500^{00}
7	Removal Of Structures And Obstructions		Lump Sum	All	—	5,500^{00}
8	Gen. Exc. 3-20-79 ~~Embankment In Place~~		Cu. Yd.	30,200 ~~27,250~~	3^{00}	90,600
9	Trench Excavation		Cu. Yd.	335	10^{00}	3350
10	3/4"-0 Bedding Material		Cu. Yd.	140	10^{00}	1400
11	1½"-0 Rock Backfill		Cu. Yd.	240	9^{50}	2280
12	Finishing Roadbed And Slopes		Lump Sum	All	—	7500^{00}
13	Obliteration Of Old Roadway		Sq. Yds.	370	2^{00}	740
14	Watering		M. Gal.	1,730	8^{00}	13840
15	3/4"-0 Aggregate Base		Ton	8,000	5^{00}	40,000
16	1½"-0 Aggregate Base		Ton	92,000	4^{75}	437,000
17	Class "B" Asphalt Concrete Mixture		Ton	8,300	12^{00}	99,600

EGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3

Date

Section Prairie Rd Irving Rd & Park Ave River Rd

County

Kind Of Work Grading, Paving & Signals

Length 3.18 mi

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
18	Asphalt Cement In Mixture		Ton	540	122^{00} ~~105^{00}~~	65,880 ~~56,700~~
19	12-inch Culvert Pipe		Lin. Ft.	177	9^{00}	1,593
20	18-inch Culvert Pipe		Lin. Ft.	328	12^{75}	4,182
21	36-inch Culvert Pipe		Lin. Ft.	148	41^{00}	6,068
22	8-inch Sewer Pipe		Lin. Ft.	48	9^{00}	432
23	18-inch Arch Type Pipe		Lin. Ft.	60	12^{75}	765
24	Concrete Manholes		Each	1	3000^{00}	3,000
25	Concrete Inlets, Type G-1		Each	1	550^{00}	550
26	Guard Rail, Type 2A		Lin. Ft.	675	15^{00}	10,125
27	Guard Rail Anchors, Type 1		Each	5	300^{00}	1,500
28	Rail End Pieces, Type C		Each	6	150^{00} ~~125^{00}~~	900 ~~750~~
29	Concrete Curbs		Lin. Ft.	93	4^{50}	418^{50}
30	Extra For Asphalt Approaches		Each	11	350^{00}	3,850
31	Adjusting Inlets		Each	2	250^{00}	500
32	Setting Mailbox Posts		Each	2	50^{00}	100
	TRAFFIC SIGNALS					
33	Traffic Signal Installation, Complete		Lump Sum	All		$100,800^{00}$
			Total		$1,036,289^{50}$ ~~$1,024,159^{50}$~~	

8974

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 19, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan Original Signed By D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 90182
Project No. M-1095(1)
Prairie Rd.-Irving Rd. & Park Ave.
River Road Section
Lane County

Attached support data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on May 24, 1979.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:dmc
Attachments
cc: A. Shirley, Jr., Reg. 3
[redacted]

N H

81-731-0027 (9-77)

Budget Bureau No. 41-R206

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. April 19, 1979

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Prairie Rd., S 6.25 mi.	ADT	PRESENT 2,500 (1)	FUTURE 4,000 / YEAR 99	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H.T. Pave, Traf Sign.	NATL. FOREST	FY ROUTE NO.	SUPV AGCY	OA CLASSIF.	OA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 1095

CARD

CLASS OF FEDERAL FUNDS: Urban System

NAME OF URBAN AREA: Eugene

COUNTY NAME: Lane

ROUTE NO.: U

FEDERAL-AID: 1095

STATE: Co. Rd. (2)

U.S.: ---

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 81.8%	STATE FUNDS	OTHER FUNDS
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) 6201 Y031		"Prairie Rd.-Irving Rd. & Park Ave.-River Rd. Section"	(3) 2.924	1,125,000	191,000	21,250	912,750 (Co.
CARD 1	CODE 1	PREPARED BY JLG					PROJECT TOTALS	2.924	1,125,000	191,000	21,250	912,750 (Co.

PROGRAM APPROVAL DATES 12-8-78

REMARKS

(1) After opening
(2) NW Expressway
(3) Does not incl. no work area.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

April 19, 1979

PROJECT LOCATION (45 typewriter spaces): Co. Rd., Prairie Rd., S 6.25 mi.

ADT	PRESENT 2,500 (1)	FUTURE 4,000	YEAR 99	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W32	ITEM NO. 90182

OSED WORK (35 typewriter spaces): H.T. Pave, Traf Sign.
NATL. FOREST:
FH ROUTE NO.:
SURV. AGCY:
DA CLASSIF.:
DA AREA:
EMERG. YR.:
PL. AUTH YR.:

PROJECT NUMBER — PREFIX LETTER(S): M- NUMBER: 1095 SEQ. NO.: (1)
T. Projects Only — POST MI.: DESIG.:

FUNDS
em
EA

COUNTY NAME: Lane CODE: 039
ROUTE NO. U FEDERAL-AID: 1095 STATE: Co. Rd. (2) U.S.: ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 81.8%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								Adj. util. as req.
ROW								ROW-120' normal; Access Control-partial; Parking Restrictions- complete
CONST (CODE) 6201 Y031		"Prairie Rd.-Irving Rd. & Park Ave.-River Rd. Section"	(3) 2.924	1,125,000	191,000	21,250	912,750 (Co.)	
PROJECT TOTALS			2.924	1,125,000	191,000	21,250	912,750 (Co.)	

RED BY: JLG

AM APPROVAL DATES: 12-8-78

REMARKS:

(1) After opening
(2) NW Expressway
(3) Does not incl. no work area.

Prairie Rd.-Irving Rd. & Park Ave.-River Rd. Section
Project No. M-1095(1)

Existing Facility:
a) N. Unit (1.579 mi.) and S. Unit (1.345 mi.), located line only.
b) Middle Unit (3.33 mi.), basic 2 lane roadway.

Adjacent Sections:
N. End - 2 lane bit. surf. roadway.
S. End - Jct. with River Road.

Project Data: The work consists of grade, drain and high-type pave a basic section accommodating two 12-ft. traffic lanes and 8-ft. paved shoulders with speed change lanes and median lanes where directed.

N. Unit - Sta. L2 75+00 to Sta. L 258+35 (1.579 mi.)
S. Unit - Sta. L 366+00 to Sta. L 437+20 (1.345 mi.)

Install traffic control signals at intersections of Irving Rd. and River Road. Adjust utilities as required and perform necessary incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Final negative declaration concurred in by FHWA on November 16, 1978.

FHPM 4-1-4 Requirements:
a) State Clearinghouse - A-95 review conclusions dated April 17, 1979.
b) District 5 Clearinghouse - A-95 review satisfied through inclusion of project in E-SATS FY 79 TIP/AE.

FHPM 7-7-5 Requirements:
a) Public Hearings - Held August 28, 1978 at N. Eugene H. S.
b) Location/Design - Satisfied upon FHWA approval of FND.

Accommoda

Maintenan
Section 1

NOTE: 1)
2)
3)

nly.

pave a basic
shoulders

and River
ental work

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in by

7, 1979.
clusion

Accommodation of Utilities: State-County agreement will be executed.

Maintenance: State-County agreement will be executed to comply with Section 116, Title 23, U.S.C.

NOTE:
1) This project is in Congressional District No. 4.
2) Included in E-SATS FY 79 TIP/AE on pg. 7 as 8th entry.
3) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

8774

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT, HWY DIV

PROJECT TITLE: Prairie Rd-Irving Rd & Park Avenue-River Road

DATE: April 17, 1979

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
APR 20 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File
						✓

4-19-79 copies sent to:
G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Paul Burket, Aeronautics
A. Shirley, Region 3
Wm. Anhorn, Dist. 5
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7903 2 760

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

3-20-79
[illegible]N GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

Dept. of Environmental Quality
RECEIVED
MAR 22 1979

PNRS STATE REVIEW

Project #: [illegible] Due Date: APR 13 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has adverse effects. (Explain in Remarks Section)

☐ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

☒ Please coordinate the implementation of the proposal with us.

☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency DEQ By 4-6-79

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
MAR 2 2 1979
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: ____________ Due Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By ____________

8774

OREGON STATE HIGHWAY DIVI[illegible]N
117 DOT Building
Salem, Oregon 97310

4-4-79

720

Attention: Right-of-Way Section

Subject: Federal Aid Project No. FAU 1095 FAUS 0720 M-1095(1)
Project Name Prairie Rd-Irving Rd & Park Ave. -River Rd (Eugene)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☒ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Eugene, Oregon, this 4th day of April, 1979

County of

Stan Betes

cc: C.T. KEASEY
D.E. SWAN
R. TRYGSTAD

Certified By:
Virgil M Wilson
Regional Right-of-Way Supervisor
Date 4-23-79

APPROVED AS TO FORM
DATE 4-3-79 lane county
Teresa J Wilson
OFFICE OF LEGAL COUNSEL

Instructions: Complete A or B and C.
R/W File No.
Rev. 1/76

8974.

(#2)

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 20, 1979

NOTED
H.S. COULTER

TO: Executive Department
Federal Aid Coordination Unit

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 5
Section: Prairie Rd.-Irving Rd. & Park Ave.-River Rd. (Eugene)
Highway: FAU-1095, N.W. Expressway
County: Lane

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be April 20, 1979.

BLG:pf
Attachments

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 3 : A. Shirley, Jr.
District 5: Larry Asburry
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
MAR 20 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Prairie Rd.-Irving Rd. & Park Ave.-River Rd. (Eugene)

11 12] PROJECT LOCATION—CITY: FAU- 1095
N.W. Expressway — PROJECT LOCATION—COUNTY: Lane — PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 To complete a phased implementation underway since the early 1960's. This project
06 12] would extend the NW Expressway south from its present terminus at Park Ave. to a logical end point at River Rd. (State Hwy. 223). The north end would be extended to [71
07 12] Prairie Road on an alignment which would permit the elimination of a poorly aligned [71 railroad crossing. It would also provide a connection to Irvington Drive, an urban
08 12] minor arterial. The project would serve as an alternate to River Road for traffic [71 in the westerly portion of the River Road-Santa Clara area.
09 12] [71
10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	191,000	---	21,250	912,750	---	1,125,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: TIP

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: April — 43] DAY [44: 20 — 45] YEAR [46: 1979

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: March 20, 1979

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Major-Nonsignificant environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY
3 PROJECT

MAJOR - NON SIG.
M-1095(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date April 27, 1977

Section River Road to Prairie Road

Unit (if appl)

County Lane

City north of Eugene, Oregon

Highway Northwest Expressway(FAU 1095)

State Hwy. No. --

Termini: M.P.(if appl) (see attached area map)

Length 2.42 miles

Region 3

Construction Estimate ~~245,000~~ 1,125,000
Program Amount

B. Purpose of Project: To complete a phased inplementation underway since the early 1960's. This project would extend the N.W. Expressway south from its present terminus at Park Ave. to a logical end point at River Rd.(State Hwy. 223). The north end would be extended to Prairie Road on an alignment which would permit the elimination of a poorly aligned railroad crossing. It would also provide a connection to Irvington Drive, an urban minor arterial. The project would serve as an alternate to River Road for traffic in the westerly portion of the River Road-Santa Clara area.

C. Origin & History of Project: The need for this facility has been recognized for a number of years. Right-of-way acquisition has been underway since 1963. The project was recommended for implementation in the Eugene-Springfield Area Transportation Study (1967) which was adopted as the area's interim transportation plan by the Lane Council of Governments in 1970. The original purpose of the project was as an alternate to Highway 99, River Road, and Prairie Road, with an interchange connecting it to the Roosevelt Freeway and River Road at its south end. With the failure of the Roosevelt Freeway to materialize, the present design completes the project in the most suitable manner to serve the intended purpose.

D. General Description of Project: The extension of a two-lane minor arterial road north and south from its existing end points. The project will consist of two 12-foot wide travel lanes and 3-foot wide paved shoulders. An existing railroad crossing will be eliminated through realignment. Traffic signals will be installed at River Road and possibly at Irving Road intersections.

Alignment: New X Existing ______ Combined ______

Typical Section: Existing: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes 2 ; Med. NONE ; Shldrs. 3 ft; Parking NONE

Traffic: Existing Facility: Existing ADT ____; Projected ADT ____; Yr. ____

Existing Level of Service ______

Proposed Facility: Projected ADT 2500,4000 ; Yr. 1977, 1.85

Projected Level of Service B

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels ______
Yes, No

Acres ______; Type of Relocation Req. ______________; No. ______

Materials Source, Borrow, Waste Disposal Requirements, if any:

No major cuts or fills will be required on this project which is over relatively level terrain. Crushed rock and asphaltic concrete would be obtained from locally available commercial sources.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

A major man-made drainage channel on land owned by Lane County parallels the project for 3400 feet. The center of the 15-foot wide channel is approximately 75 feet east of the project right-of-way. Two-to-one sloped banks are covered by grass, and grass and weeds also grow on the channel bed. No wildlife has been observed along the entire course of the channel. There is no involvement of the project with this drainage channel.

Local City, County or COG priorities of project:

This project appears on the Transportation Improvement Program adopted by the Lane Council of Governments. It is a project mutually agreed upon by all jurisdictions within the Eugene-Springfield Urbanized Area for use of Federal Aid Urban funds.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe): Location alternatives are possible at the south end of the project. Park Ave. (the existing N. W. Expressway terminus) could be widened for access to River Road; Briarcliff, or another existing street in the area, could be used rather than a new alignment; the N. W. Expressway could be extended on existing right-of-way south to a point where it would intersect River Road at Railroad Boulevard. All of the foregoing alternatives have been considered and rejected for reasons related to effective traffic movement and the impact on existing neighborhoods.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: Topography of the area is generally flat, with a very gradual negative slope to the north and west. The largest share of the project will be a two-lane road occupying only 25% of the 120-foot wide right-of-way. This right-of-way is occupied by grassy fields at the present time. There are no trees, natural streams, or other inducements to the formation of significant wild life habitats within or adjacent to the right-of-way. The man-made drainage channel described previously could potentially support aquatic or riparian life; but as presently maintained, it provides little cover and appears quite barren. The proximity of the Southern Pacific Railroad main line and operations yards on the west side also discourages most wild life. At the north end of the project there are some open fields and orchards to the east; at the south end open fields are interspersed with residential areas. In brief, the natural environment of this area is limited in variety and significance.

2. Cultural: Immediately adjacent to the entire length of the project on the west side are operations of the Southern Pacific Railroad. The presence of trains and the railroad yards appear as the most dominating cultural influence in the area. For the entire north portion of the project on either side, there are virtually no residences within sight. The drainage channel and an electric transmission line mounted on massive concrete poles parallel the right-of-way and are the major cultural developments on the east side, north section.

Residential areas are located to the east of the project south of Park Avenue. They include primarily single family homes although there is one apartment complex of 17 buildings. Subsequent to the establishment of the right-of-way, new development has placed two apartment buildings and three homes within 100 feet of the project.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None additional to be acquired.

2. Estimated Impact on Traffic Patterns: Traffic from the north Santa Clara area will be able to circumvent the most congested portion s of River Road as will North Prairie Road traffic. Reduction of traffic on River Road is estimated at 5% to 10%. Increased traffic on Irvington Drive, an urban minor arterial, will result. Park Avenue, a residential street, will no longer serve as a major access to the Expressway. Due to increased functional utility, traffic on existing portions of N. W. Expressway is expected to show a marked increase.

Consequences--Air Quality, Noise, Safety, etc.:
Traffic flow on River Road will be improved somewhat, thereby resulting in improved safety and air quality. Greater safety will result through the elimination of a railroad crossing. Somewhat higher noise will be experienced on Irvington Drive. Park Avenue will experience an increase in safety and a reduction in noise. Somewhat greater traffic noise will be experienced in the areaof the Holeman Connector.

3. Estimated Impact on Land Use: The project will tend to reduce the extreme "frictions of movement" associated with living or working in the River Road area. Because of the existing tolerance to the long established environmental effects of the railroad, the much lesser effects of the new roadway are not expected to have any adverse land use impacts in the immediate area.

Consequences:
Traffic on River Road is one of the largest disincentives to locating in the River Road area for residential or business purposes. The proposed project will somewhat overcome this disincentive and, in a subtle way over a broad area, tend to increase property values and decrease the ownership turnover of improved property.

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

None

5. Expected Impact on Cultural and Scenic Resources:
A roadway will exist in what is now open field. In the area of the Holeman Connector, this roadway will come relatively close to residential properties.

A cultural resource survey will be required.

Consequences:
Some diminution of scenic, open space values

6. Preliminary Identification of Areas of Critical Concern:
A new roadway within 100 feet of a few residential properties, although all such residents interviewed expressed no dissatisfaction and looked forward to the project as making it easier to get to work.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans Project does not meet the traffic loading projections to be governed by indirect source rules. The low volumes of traffic should not generate any air quality problems to those areas where it is added nor is it expected to significantly alleviate air quality problems on River Road.

b. Noise Standards
Potential for approaching FHWA noise standards in certain limited areas.
A noise study report will be required.

c. Water Quality Standards

Not applicable

d. Area Land Use and Transportation Plans, and Zoning

Conforms to all of these

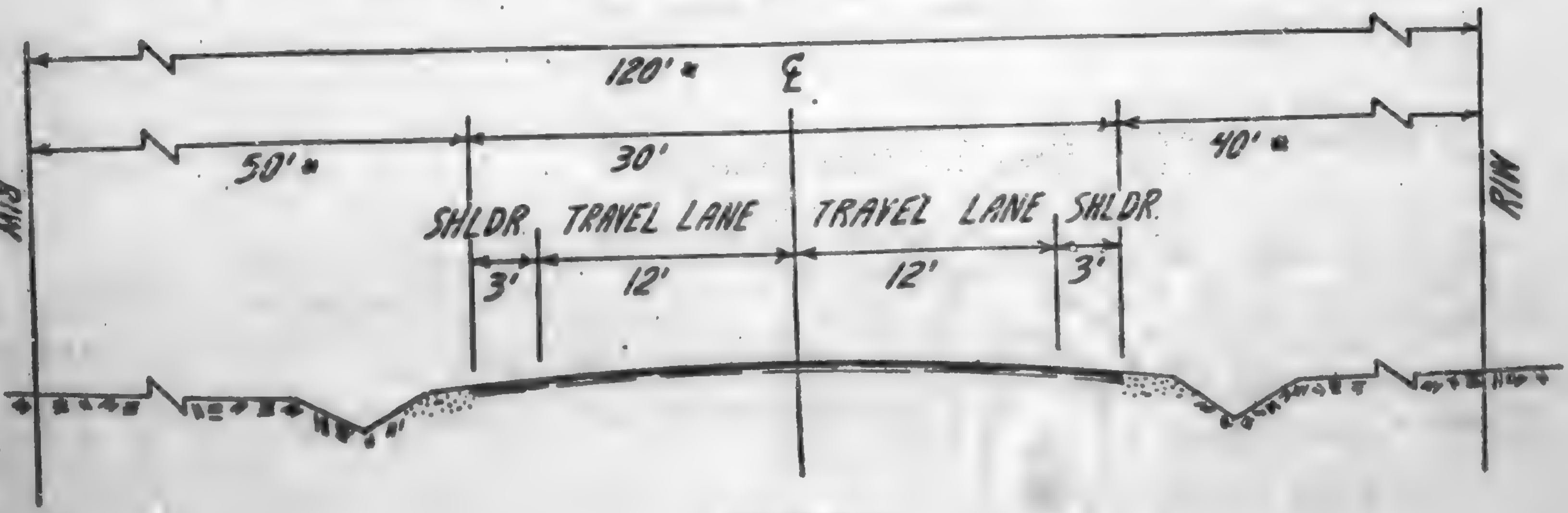
C. Recommended Type of Action and Documentation:

------------MAJOR ACTION----	-------------	----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	_X_ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: As a partially new expressway which will provide improved access between and through areas and is likely to precipitate some change in traffic patterns, this project would be classified as a major action according to FHPM Vol. 7, Ch. 7, Section 2.

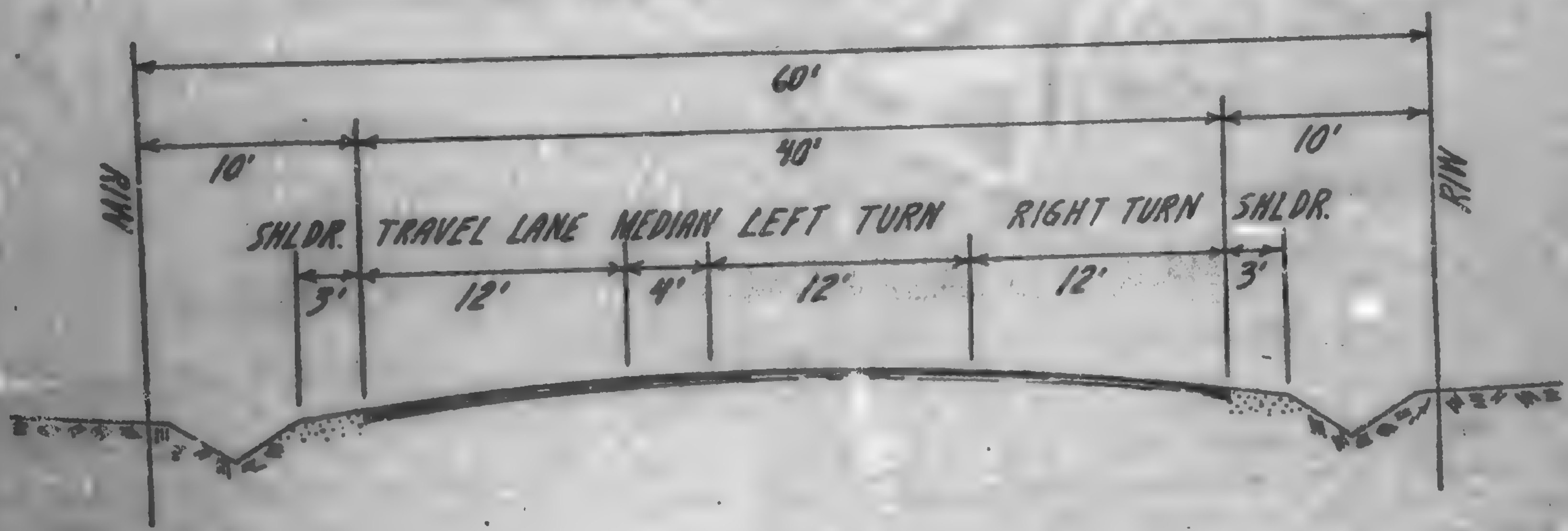
D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

NORTHWEST EXPRESSWAY and HOLEMAN CONNECTOR


120' *
℄
50' *
30'
40' *
R/W
R/W
SHLDR.
TRAVEL LANE
TRAVEL LANE
SHLDR.
3'
12'
12'
3'

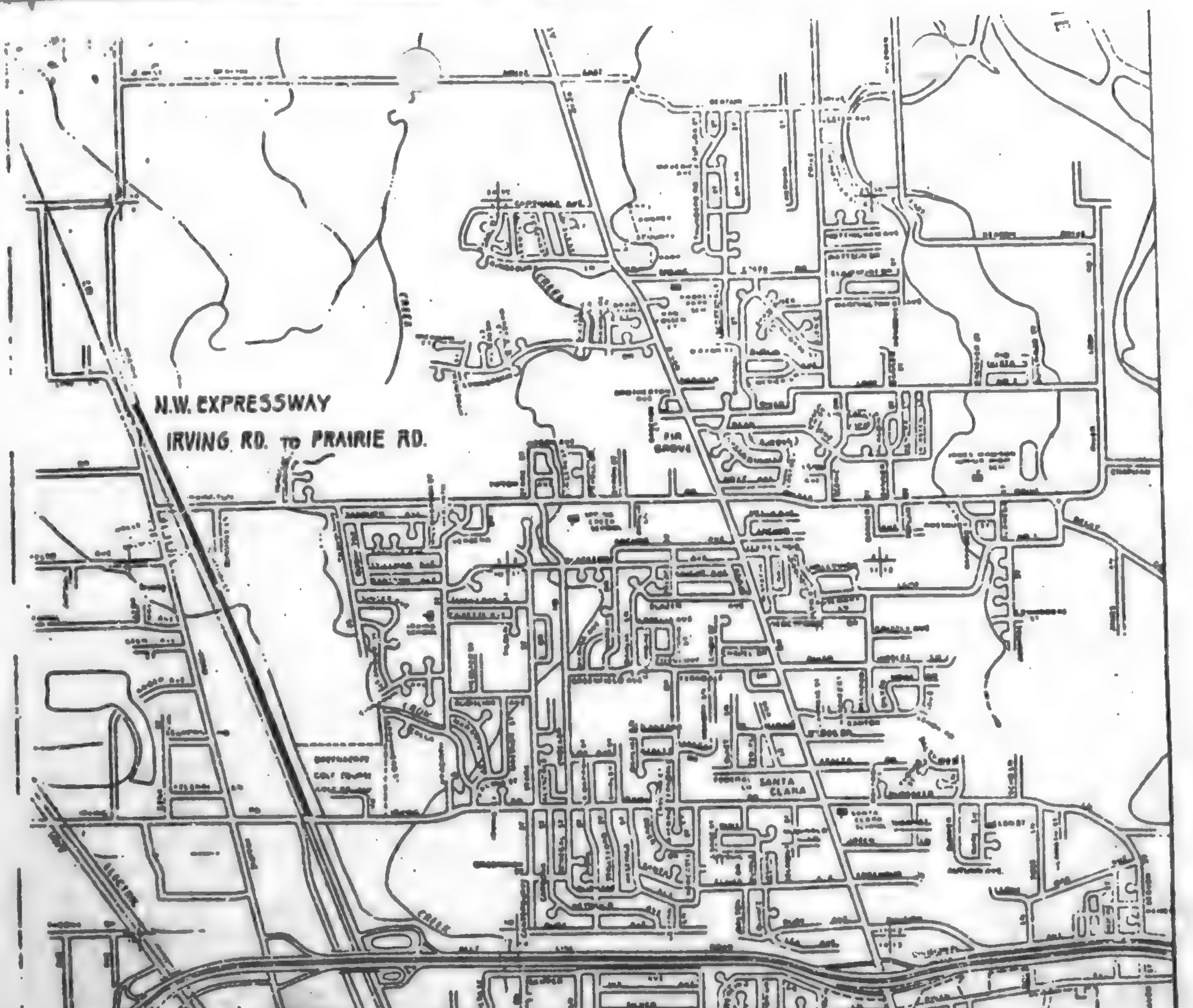
PROPOSED
TYPICAL SECTION

HOLEMAN CONNECTOR at River Road


60'
10'
40'
10'
R/W
R/W
SHLDR.
TRAVEL LANE
MEDIAN
LEFT TURN
RIGHT TURN
SHLDR.
3'
12'
4'
12'
12'
3'

PROPOSED
TYPICAL SECTION

* 60' R/W on Holeman Connector (15' beyond prop'd edge of each shldr.)


N.W. EXPRESSWAY
IRVING RD. to PRAIRIE RD.
N
SCALE: 1" = 2000'
N.W. EXPRESSWAY
RIVER RD. to PARK AVE.
EUGENE CITY LIMITS

8974 1095

Date 3-14-79 PROJECT MANAGEMENT OFFICE MEMO

Subject Prairie Rd - Irving Rd & Park Ave - River Rd Sec File No.

Received (~~call~~) (visit) from DE Swan

Address

Made (call) (~~visit~~) to Jack Ayres Phone

Reason for contact and general discussion: Project last scheduled for April 26. Can't make this date for lack of A-95. Does Co want to put up their funds for FA portion ($159,750 + 22,000 match) to avoid need for A-95 on this $1,125,000 project: Al Driver tells Jack Ayres to shift project to May and file A-95. So informed Swan

Signature G. Kimer

H N Rp

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8774

FAUS

lane county

January 9, 1979

Mr. Jack Ayres
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Jack:

We have reviewed your cost estimate for the Northwest Expressway and find our own estimate to be slightly less than yours. In fact it was $56,000 less.

Based on that I am authorizing ODOT to proceed with the project based on your estimate and Lane County will absorb the costs over Federal and State participation.

Very truly yours,

Al Driver

Al Driver, Director
Department of Public Works

cc: George Price

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JAN 11 1979
SA
TAA Zelner File: PM FA [✓ LG] OP

ROSEBURG REGION
RECEIVED
JAN 11 1979
[✓ RE] [✓ RME] [✓ RCE] ROE TE
[✓ RUE] DES RSR RPR RLE
ENV FAE SA RBI SEC

DEPARTMENT OF PUBLIC WORKS / AL DRIVER, DIRECTOR / DELTA 3040 HIGHWAY NORTH / EUGENE, OREGON 97401

8771 2

FORM 81-794-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January [illegible] 197~~8~~9

FILE:

MISC. CONTRACTS and AGREEMENTS No. 6926

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: Virgil Wilson
Region 3 R/W Supervisor

SUBJECT: Right of Way Services Agreement #111, Northwest Expressway Lane County

Attached are two copies of the subject agreement.

The prefix for this project is 20-8259.

AE
mp
Attach.

cc: Cecil Head, ~~w/orig.~~
Finance, Jim Kinns, w/c
Local Gov't Programs, w/c
Appraisal, w/c

1-11-79, noted in agree. book

8974

Form 734-1191 (Rev. 5/77)

OREGON STATE
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-30-78	CC 1922		20-8206-297

BILL TO: Code:

Lane County
125 E. 8th Avenue
Eugene, Oregon 97401
Attn: Al Driver, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the P.E. on the Prairie Rd.-Irving Road and Park Ave.-River Road of the Northwest Expressway, FAU 1095. Agreement No. 6143 AD 336			

Advance Deposit Amount	$ 2,200.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 2,200.00
Transfer to Highway Fund	$ 1,650.00
Refund Due	$

Partial or final request for billing Partial

Number of the previous request in connection with this service.

Amount Due . . . . . $

Submitted by: Fred Hildebrandt
Fred Hildebrandt

Approved:

SP*35736-734

8974

The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

Oregon Project M-1095(-)
N. W. Expressway North and South Extensions
Prairie Road-Irving Road and Park Ave.-River Rd.
Lane County
Project Assessment

November 17, 1978

HFO.2-OR

G. L. Green, Division Administrator

[illegible]
S HUNTER

Mr. Gary A. Potter, Manager
Environmental Section
Oregon Department of Transportation
Salem, Oregon

The Final Negative Declaration has been approved as of November 16, 1978.

The original signed copy of the Title Sheet is attached for immediate processing.

Original Signed By
R. V. RIEDL
Environmental Coordinator
Engineer

G. L. Green

cc:
ODOT (H S Coulter)
ODOT (K S Hunter)
ODOT (D Swan)
OSHD (Reg 3, Shirley)

RECEIVED
TECHNICAL SERVICES
NOV 20 '78
REFER TO

FOR						
Info	Invest	R/D	D/R	Sign	Act	File

89-74 11-16-78 L

JP

FINAL NEGATIVE DECLARATION

Northwest Expressway North and South Extensions
Prairie Road-Irving Road and Park Avenue-River Road
Federal Aid Urban Project M-1095 (1)

LANE COUNTY DEPARTMENT OF PUBLIC WORKS
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FOREWORD

During July and August, 1978 this document was made available for public review and comment. A public hearing was held on August 28 which resulted in one request for, and inclusion of, a minor wording change in the text. A summary of the public hearing can be found on page 30.

No written comments were received during the 30 day public response period nor during the 10 day waiting period following the public hearing.

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FINAL NEGATIVE DECLARATION

Northwest Expressway North and South Extensions
Federal Aid Urban Project M-1095 (1)
Lane County, Oregon

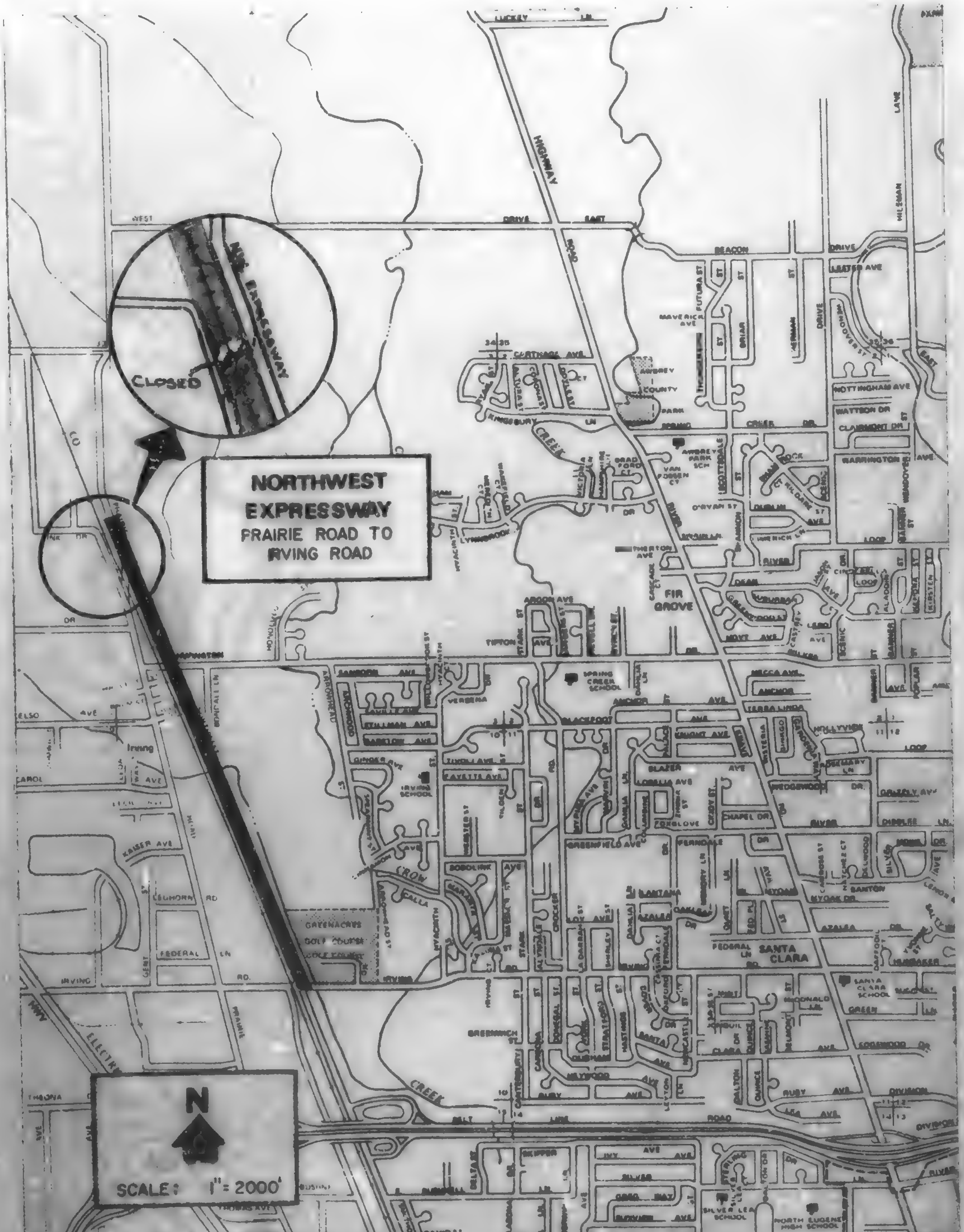
LOCATION AND PURPOSE OF PROJECT

This project is located northwest of the City of Eugene on the west side of the River Road and Santa Clara areas. The immediate project vicinity is bounded by Southern Pacific operations on the west and south and the unincorporated residential areas of River Road-Santa Clara on the east and north. The Southern Pacific mainline tracks parallel the project centerline on the west at a distance of approximately 100 feet. Although the River Road and Santa Clara areas are considered part of the Eugene Metropolitan Area, they have not been annexed and are under Lane County jurisdiction.

This project would complete portions of the Northwest Expressway which were started in 1962 with right-of-way acquisition. The purpose of the Northwest Expressway was, and is, to serve as an alternate transportation route to the most congested portion of River Road. Under the original design, an interchange was to connect it to the proposed Roosevelt Freeway near the southern end of River Road. With the failure of the Roosevelt Freeway to materialize, the present design completes the project in an acceptable manner to serve the intended purpose. As presently constructed, the Northwest Expressway extends from Park Avenue on the south to Irving Road on the north. The proposed project would continue the Expressway north from its present terminus to intersect with Prairie Road just north of Irvington Drive. The present southern terminus would be extended from Park Avenue to intersect with the south end of River Road just north of the Eugene city limits.

The completion of the southern Expressway extension would remove most through traffic from Park Avenue and would relieve the Park Avenue-River Road intersection which is inadequate to properly handle more than local access traffic without occasionally severe congestion to River Road. It would allow for a smoother flow of traffic since the new intersection would be constructed

SANTA CLARA AREA


NORTHWEST
EXPRESSWAY
PRAIRIE ROAD TO
IRVING ROAD
CLOSED
NW EXPRESSWAY
N
SCALE: 1" = 2000'
SANTA CLARA
FIR GROVE
BEACON DRIVE
RIVER
IRVING RD
BELT LINE ROAD
CREEK
SPRING CREEK SCHOOL
IRVING SCHOOL
SANTA CLARA SCHOOL
SILVER LEA SCHOOL
NORTH EUGENE HIGH SCHOOL
GREEN ACRES GOLF COURSE
DIVISION
WEST
DRIVE
EAST

(match next sheet)

RIVER ROAD AREA

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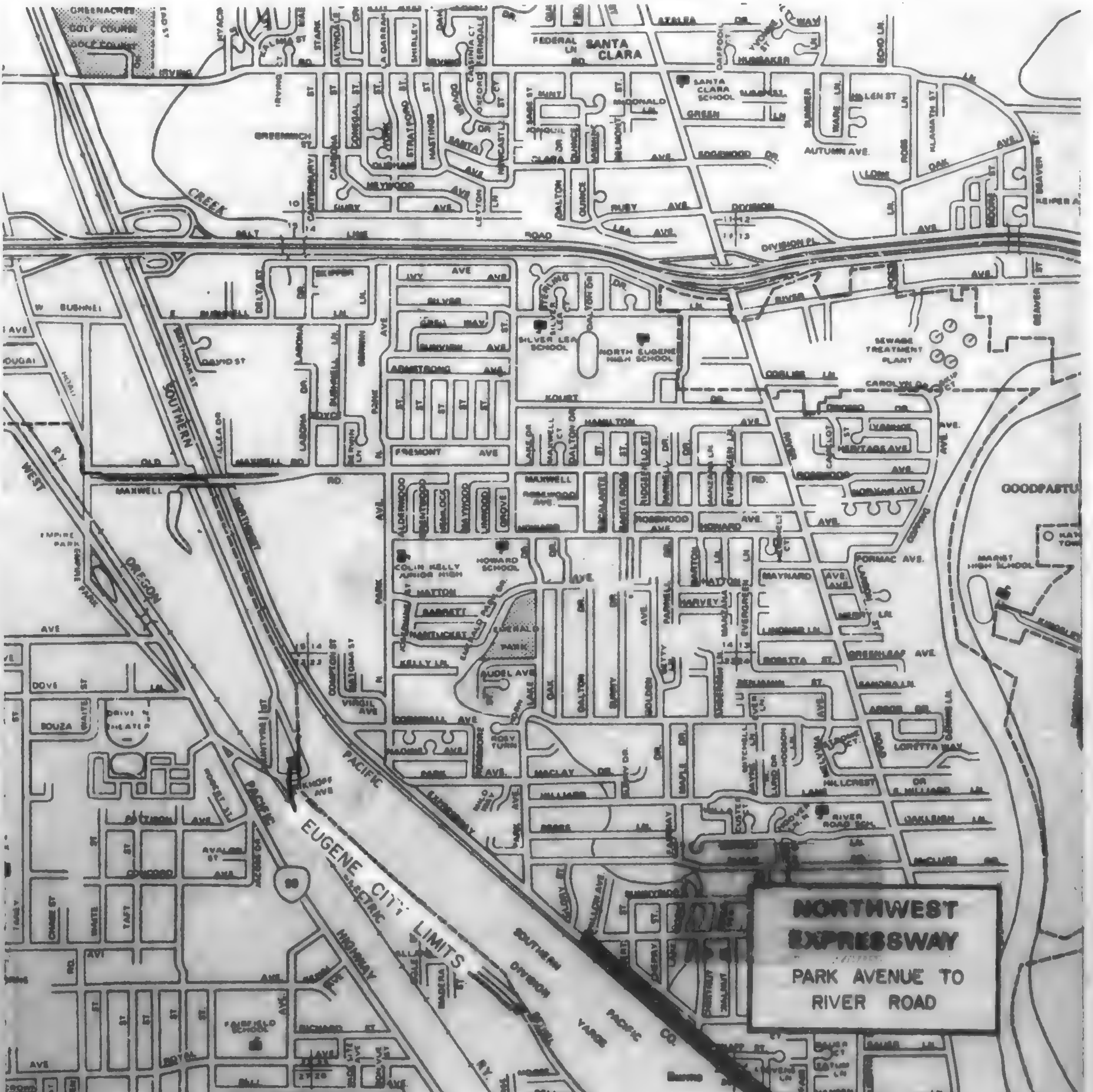
NORTHWEST EXPRESSWAY
PARK AVENUE TO RIVER ROAD
N
SCALE: 1" = 2000
EUGENE CITY LIMITS
SANTA CLARA
GOODPASTURE
SOUTHERN PACIFIC CO.
NORTH EUGENE HIGH SCHOOL
SILVER LEA SCHOOL
COLIN KELLY JUNIOR HIGH
HOWARD SCHOOL
RIVER ROAD SCH.
MARIST HIGH SCHOOL
SEWAGE TREATMENT PLANT
FAIRFIELD SCHOOL
SANTA CLARA SCHOOL
BELT LINE ROAD
DIVISION AVE
MAXWELL RD.
HOWARD AVE.
IRVING RD.
LOG POND
GOLF COURSE

with turn refuge lanes on both River Road and the Expressway.

North of Irving Road the Expressway would be extended in a continuation of its present alignment on the east side of the railroad right-of-way. North of Irvington Drive it would merge with a section of Prairie Road which also parallels the railroad's east side. This would make it possible to eliminate a poorly aligned railroad crossing where an oblique approach is necessary, involving an "S" turn up and over the railroad tracks which are above road level.

Safety would be further improved by eliminating the "Y" intersection of Prairie Road with Link Drive south of the railroad crossing.

Evidence of needed safety improvements at these locations includes a railroad grade crossing accident in 1975 and, more significantly, three similar single vehicle accidents (in 1971, 1972, and 1974) in which northbound vehicles on Prairie Road missed the turn at Link Drive and went off the road.

Closure of the crossing and the associated rerouting of Prairie Road traffic would remove some through traffic from the residential section of Prairie Road between Irvington Drive and Irving Road. Safer access to this section of Prairie Road would be provided by Irvington Drive which has a right angled railroad crossing. Link Drive could also be used for access to the area from the north.

River Road, a two-lane road also known as the Junction City-Eugene Highway, is currently the only major route for north-south movement of traffic in or through the project area.* It has a recommended daily capacity of 10,000 vehicles. Actual 1976 traffic counts showed average daily traffic to be nearly double this, or in excess of 19,000 north and south of Beltline Road, and where River Road at its southern terminus connects to Railroad Boulevard.

Although Highway 99 is a major north-south route actually located closer to the Northwest Expressway than River Road, it does not serve traffic through, or development in, the area due to the physical barrier caused by the railroad operation.

The effect of the heavy traffic flow is aggravated by the number of east-west streets that intersect River Road. The 3.85 mile section of River Road between its south end and Irvington Drive includes 70 street approaches. Of these, 26 are aligned to make four-way intersections, 19 are single-entry streets (T-intersections) and 25 are streets which create hazardous, misaligned intersections. In addition, approximately one-fourth of the frontage along River Road is occupied by commercial development, most of which has inadequate or nonexistent access control.

The loosely controlled access along River Road, with vehicles entering, leaving and crossing the traffic stream at innumerable points, combined with the heavy volume of traffic already on the road, tends to reduce average speeds to far below the posted speed limit of 30 miles per hour. Frequent reductions in service to Level E occur, with slow speeds, unstable vehicle flow and momentary stoppages. In some locations there are extended peaking periods which commonly experience the worst traffic conditions, known as level of service F. Under these conditions traffic is "stop-and-go." Flow is forced and the roadway acts as a storage area for queued vehicles, with a volume handled that is significantly below capacity. The frequent slowing of traffic for right turns or waiting to cross oncoming traffic for left turns makes the effective use of progressive traffic signalization virtually impossible.

Accident rates substantiate the inadequacy of River Road to handle existing traffic. In 1975, traffic accident rates were 17.25 and 18.64 accidents per million vehicle miles north and south of Beltline Road respectively, giving this area of River Road the distinction of having one of the higher rates of accident involvement on the Oregon State Highway System.* On River Road south of Irvington Drive there were 69 reported intersection-associated accidents in 1975.

Much of the traffic problem in the project area is the result of the lack of north-south alternatives to River Road. Present street alignments place emphasis on moving traffic east and west, to and from River Road, with very little opportunity for north-south movement. Internal north-south streets rarely line up for more than three or four blocks and are staggered along east-west collectors in much the same manner as the collectors are staggered along River Road.

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*River Road was transferred to Lane County jurisdiction in February, 1978.

The few north-south oriented streets that do exist often attract more traffic than would normally be expected of internal residential streets. This is particularly true in the Santa Clara area as residents living north of Irvington Drive and between Irvington Drive and Irving Road use such streets as Crocker, Stark and Hyacinth/Kalmia to get to Irving Road for access to the Northwest Expressway. The completion of the project would provide more convenient access to the Northwest Expressway via Irvington Drive for some of this traffic, thus reducing traffic on local streets.

The proposed project is not the ultimate solution for traffic in the River Road-Santa Clara area, nor is any one single project such a solution. But it is considered that the extensions to the Northwest Expressway will provide some relief by serving as an alternate north-south route to River Road for traffic generated in the western portion of these two areas, as well as in the area north of Santa Clara.

DESCRIPTION OF PROJECT

The proposed project is the extension of a two-lane, limited access minor arterial highway both to the north and south of its present end points. This alignment is indicated as a "proposed" facility on the official Federal Aid Urban System map approved July, 1976. The southerly Expressway extension would be approximately 1.08 miles long and would intersect River Road approximately at mile post 12.57.

The northerly Expressway extension would be approximately 1.34 miles long and would merge on a common alignment with Prairie Road east of the railroad line. The Prairie Road-Southern Pacific Railroad crossing would be eliminated, as would a poorly aligned intersection between Prairie Road and Link Drive.

Approximately 33 acres of right-of-way for the Expressway extensions have been purchased gradually over a number of years, the first purchase being made in 1962. North of Irving Road a total of 11 parcels were purchased, 10 being prior to 1969. One parcel approximately 1,600 feet long and 60 feet wide (2.4 acres) of a 47.7 acre property) was purchased in 1978 and is occupied by the border of a filbert orchard and a fallow field on the east edge of the Southern Pacific railroad line. Largely because of the proximity of the railroad and the undeveloped character of the area, no improvements to land were included in any of the purchases.

Right-of-way for the Expressway extension south of Park Avenue included 22 parcels purchased prior to 1971 and 14 parcels, including five single-family residential structures and one commercial building, purchased after 1971. The commercial property was purchased in 1972 and the last purchase of a residential property was in 1975. No farm properties or nonprofit organizations were affected.

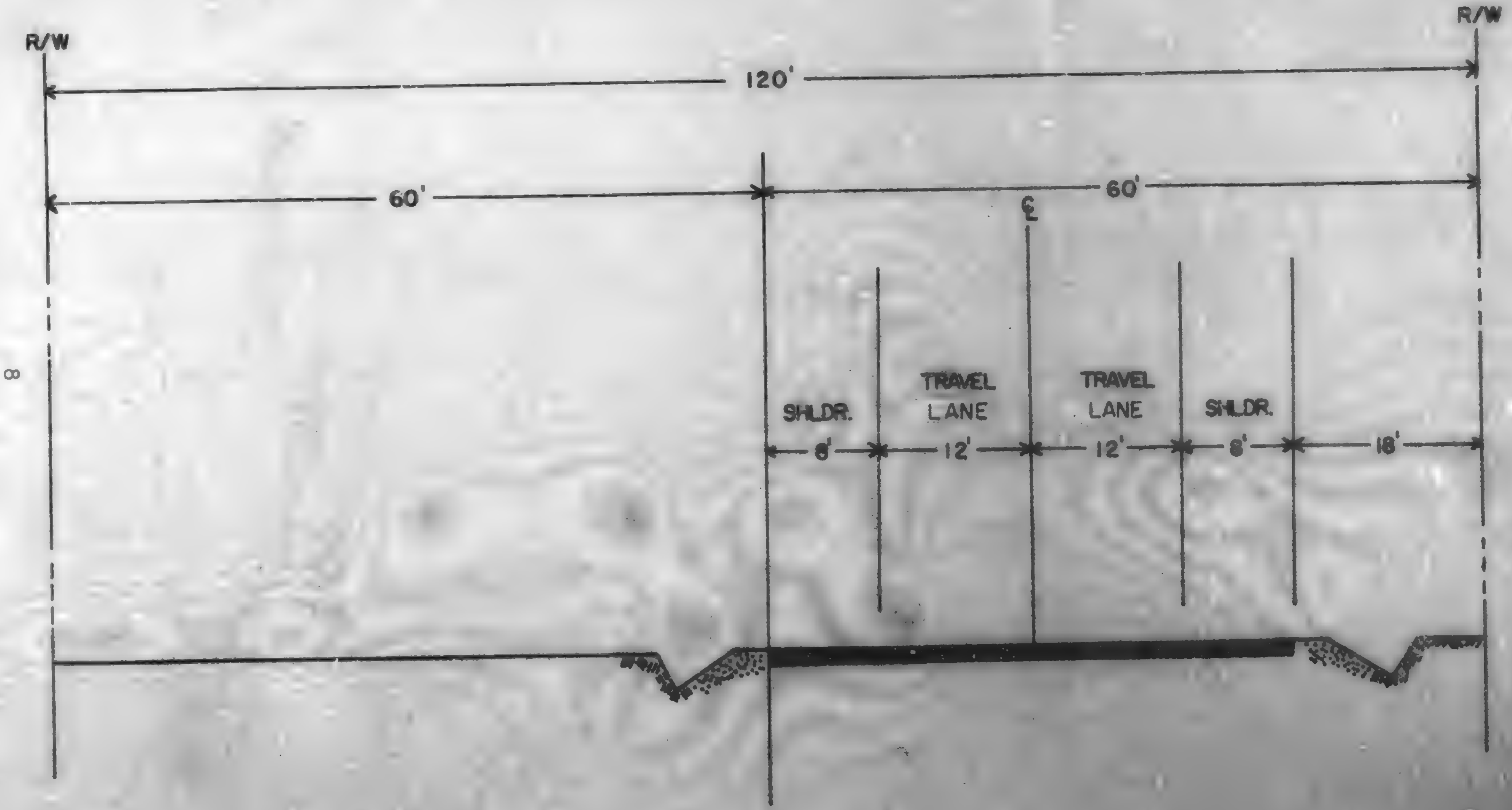
Purchases for both the north and south extensions have been made gradually at the convenience of property owners, and no condemnation actions were necessary.

Provisions of the Uniform Relocation Assistance and Real Property Policy Act of 1970 were not fully complied with on some of the right-of-way parcels acquired after January 1, 1971. Steps are currently underway to bring those acquisitions into compliance in order that the construction project be eligible for federal-aid highway funds.

Typical section for the Expressway would consist of two 12 foot wide travel lanes with 8 foot wide paved shoulders, within the easterly half of a right-of-way, the majority of which is 120 feet wide. North of Irvington Drive the right-of-way tapers to a 60 foot width in common with Prairie Road. The 120 foot width is according to the adopted Master Road Plan for Lane County and allows ample room for any future growth by expansion of the facility on the west side next to the railroad.

Other than the striped 8 foot wide shoulders, no specific provisions are included for bicycle or pedestrian traffic. This is due to the fact that the facility is to be a limited access arterial, unlighted, and is not included in the adopted metropolitan area bikeway plan. Alternate facilities along River

NORTHWEST EXPRESSWAY


R/W
120'
R/W
60'
60'
℄
SHLDR.
8'
TRAVEL
LANE
12'
TRAVEL
LANE
12'
SHLDR.
8'
18'

Road (existing) and along the Willamette River (in planning) would more satisfactorily accommodate these travel modes.

Surface water runoff from the facility would be conducted via roadside ditches to the Soil Conservation Services' A-1 Channel, just as runoff from the existing portion of the Expressway is handled. The A-1 Channel parallels a large portion of the project on the east side, proceeding north and crossing under the project right-of-way via three 72 inch concrete pipe culverts. No disturbance of the Channel would be necessary, and there are no other creeks or important drainageways which would be interrupted by this project.

The intersection of the Expressway with Irving Road would be provided with a left turn refuge on the Expressway and a traffic signal with railroad preemptive capability. The Park Avenue intersection where the Expressway presently terminates would be realigned to provide a 90 degree intersection, and left turn lanes would be installed on both roads. The Expressway intersection with River Road would be provided with left turn refuges on both roads as well as a fully-actuated traffic signal.

Construction of the proposed extensions is to proceed according to standard construction methods and should take approximately eight months to complete. Total project cost is estimated at $245,000.00.

Significant cuts or fills would not be necessary as the terrain is quite flat for the full project length and no requirement exists for any type of embankment. Roadway base materials, asphaltic concrete and other necessary materials would be obtained from locally available commercial sources.

There would be minimal alteration in existing traffic patterns during construction as the majority of the project is on a new alignment and does not interrupt existing streets. Some one-way traffic would be necessary at affected intersections during short portions of the construction period. Construction equipment would have easy access to the site via Beltline Road and the existing section of the Northwest Expressway.

EXISTING SETTING
(ENVIRONMENT AND LAND USE)

Eugene lies near the head of Oregon's Willamette Valley, approximately 100 miles south of Portland. The Willamette River transects the City of Eugene and borders the east side of the River Road and Santa Clara areas north of the city. Southern Pacific Railroad operations, including one of the nation's largest computerized railroad classification yards, bounds the west side of this area, and together with the river and railroad, produce a funnel which significantly constrains surface travel options.

The River Road-Santa Clara communities are located within the northwest part of the Eugene-Springfield metropolitan area which covers approximately 100 square miles. Metropolitan area population was approximately 185,000 persons in 1977 with a projected 1990 growth to approximately 246,000 residents. Within the River Road and Santa Clara areas there are approximately 27,500 people, or roughly 15% of the total metropolitan area population. Growth has been retarded by the lack of public sewers in the area. If a public sewer system is implemented, population is expected to increase to 36,000 people by the year 2000.

Natural Conditions.

The area traversed by the project right-of-way is part of the relatively flat alluvial plain originally formed by the Willamette River system. This plain has a very gradual negative slope toward the northwest. The predominant soil type is Malabon silty clay loam, categorized as a Class I prime agricultural soil. It is typically deep (five feet or more to bedrock), well drained although with moderately slow permeability, and has an effective rooting depth greater than 40 inches. This soil type is highly suited to urban development as well as agriculture. Native vegetation includes Douglas fir, oak, blackberry, and various shrubs and grasses. Cultivation is mainly for the production of small grains, grass seed, pasture, irrigated vegetable crops, and orchard crops.

In the project area, most of the land is in urban development or unused, although there are some adjoining areas used for corn production and orchards. Because of previous development and earthwork, much of the soil profile within the right-of-way and in adjoining areas is quite disturbed.

Land specifically within the project right-of-way is almost exclusively idle, having grown up in native grasses and weeds. Near the merge of the proposed alignment with Prairie Road, a single row of trees (about 8) from a small filbert orchard is now included within the right-of-way.

The Soil Conservation Service A-1 drainage Channel parallels the east side of the north section of the project for about 3,400 feet. Located approximately 75 feet from the right-of-way, the Channel is 15 feet wide and approximately eight feet deep, with 2:1 sloped banks. It is normally dry and contains water only during periods of considerable rain. The bottom and sides of the ditch are covered with native grasses and weeds. Where the ditch approaches the project right-of-way it is lined with rock riprap, and where it crosses under the right-of-way and the Southern Pacific railroad tracks it is culverted. The drainage ditch does not support any aquatic or riparian life. There is also very little cover for animal species and none have been observed along, or in, the ditch. The A-1 Channel is the only waterway in the vicinity of the project other than roadside drainage ditches.

Because of the developed nature of the project area, including highly intensive railroad activity on the west side, the area does not contain any significant wildlife habitats, nor does it harbor any rare or endangered species.

There are no known paleontological resources in the area. Solidified geological formations with the potential of containing paleontological remains do not exist.

Land Use and Planning.

1. Existing land uses.

As stated previously, the area west of the project is occupied almost entirely by industrial land uses, with a lumber mill and several large warehouses located west of the railroad mainline in the northern project area, and in the southern project area the Southern Pacific switching and train classification yard extending for 1,000 feet or more to the west.

On the east side of the project, north section, there are virtually no residences visible due to the screening effect of the orchards and the expanses of open fields. The SCS A-1 Channel and Eugene Water and Electric Board transmission lines, mounted on massive concrete poles, are immediately adjacent to the right-of-way. Just north of Irving Road is located an electric power substation and behind that the driving range, with associated wire screening, of a golf course hidden from view to the northeast.

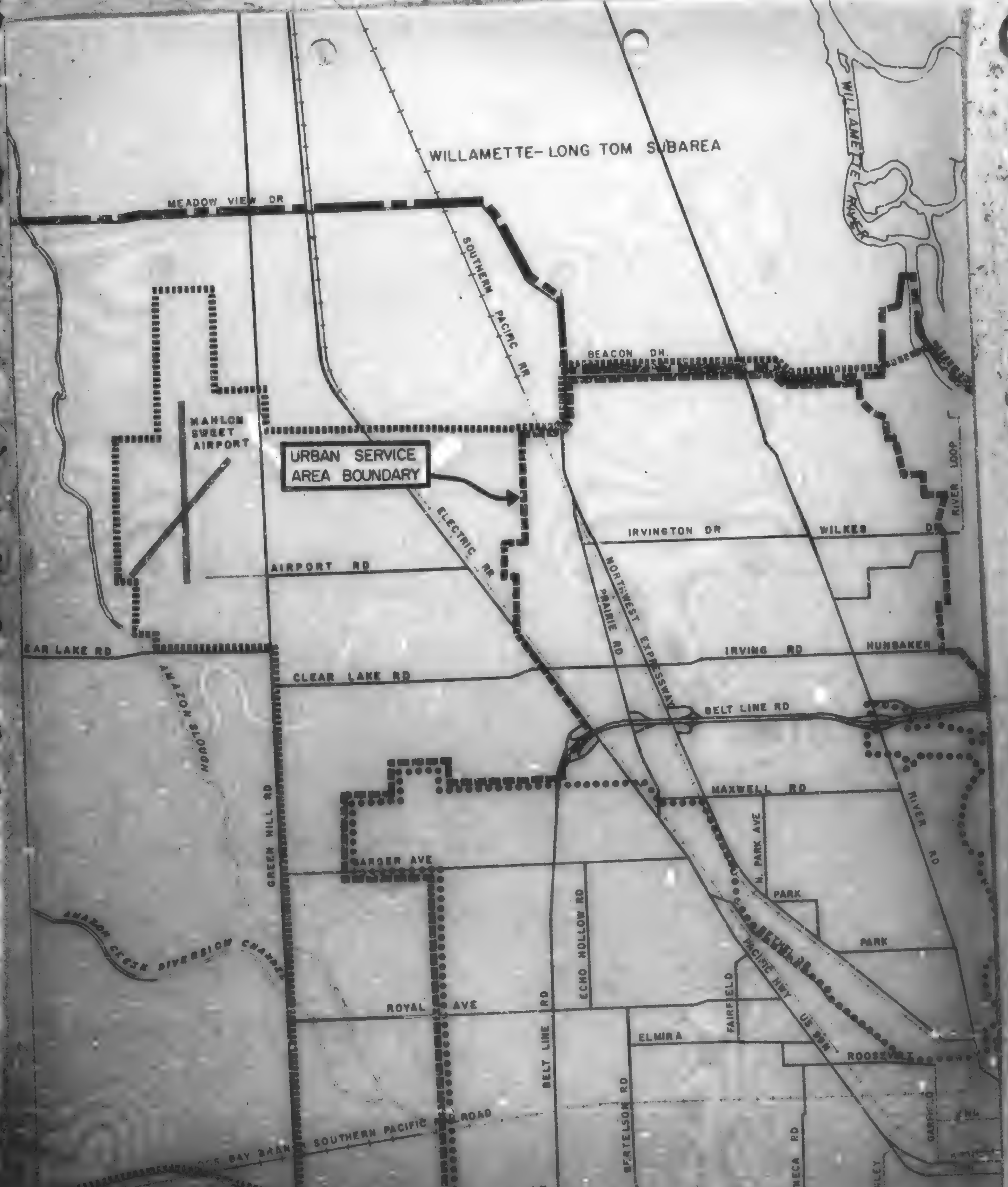
On the east side of the project south of Park Avenue, scattered low density residential development occurs. At the south end of the extension, several commercial establishments fronting on River Road are also in the project vicinity. Closest to the proposed intersection is a building materials supply company on land north of the Expressway alignment and west of River Road which is leased from the State of Oregon. A large vacant lot south of the proposed intersection is owned by Lane County. Land across River Road from the intersection is substantially vacant and is also owned by the State.

2. Comprehensive planning.

Of the two primary areas to be served by the proposed facility, the River Road area south of Beltline has already been residentially developed close to its carrying capacity. However, growth potential is still large north of Beltline in the Santa Clara area, thus accentuating the future need for a reliever route for through traffic.

The communities of River Road and Santa Clara, as well as the Expressway project itself, are clearly within the Eugene-Springfield Urban Services Area (see map, page 13). This area, as established in the Eugene-Springfield Metropolitan Area 1990 General Plan adopted in 1972, is identified as the area within which the full range of urban services will be extended for timely development.

The 1990 General Plan also designates the areas primarily served by the project as planned for low density residential development (one to 10 dwelling units per acre) with the exception of commercial and medium density residential uses located in the area of the River Road/Beltline interchange. The Plan identifies the Expressway and railroad tracks as the dividing line between residential land uses on the east and industrial land uses on the west. The Expressway


WILLAMETTE- LONG TOM SUBAREA
WILLAMETTE RIVER
MEADOW VIEW DR
SOUTHERN PACIFIC RR
BEACON DR.
MAHLON SWEET AIRPORT
URBAN SERVICE AREA BOUNDARY
ELECTRIC RR
RIVER LOOP
IRVINGTON DR
WILKES DR
AIRPORT RD
NORTHWEST EXPRESSWAY
PRAIRIE RD
EAR LAKE RD
AMAZON SLOUGH
IRVING RD
HUNSAKER
CLEAR LAKE RD
BELT LINE RD
MAXWELL RD
RIVER RD
GREEN HILL RD
BARGER AVE
N. PARK AVE
PARK
ECHO HOLLOW RD
AMAZON CREEK DIVERSION CHANNEL
BETHEL DR
PARK
PACIFIC HWY US 99N
FAIRFIELD
ROYAL AVE
BELT LINE RD
ELMIRA
ROOSEVELT
BERTELSON RD
SOUTHERN PACIFIC RAILROAD
COOS BAY BRANCH
SENECA RD
GARFIELD
McKINLEY
11TH AVE

extensions now being proposed are shown as a "transportation needs corridor" in the Plan.

3. Urban services.

Development activities in the project areas of River Road and Santa Clara have been slowed for about the last seven years by a moratorium on new major subdivisions resulting from the lack of a public sewer system. During March of this year the Board of County Commissioners and the State Environmental Quality Commission are to hold hearings to consider a total moratorium on land divisions and the issuance of septic tank construction permits in the area because of septic tank problems.

Otherwise, all other urban services are available to these communities. Being within the Urban Service Area, much more rapid development would undoubtedly occur if public sewers were also available. These land use issues are seen as being the major growth-shaping forces within the area.

4. Zoning.

Zoning is generally consistent with planned land uses in this and adjacent areas. The area west of the project for its entire length is zoned M-3 (Heavy Industrial District). The total area on the east side of the north extension is zoned AGT (Agriculture, Grazing, Timber Raising District), defined as follows in the Lane Code:

> "The Agriculture, Grazing, Timber Raising District is intended to provide areas for rural density, residential development and continuation of farm uses and timber production where compatible with each other. It is appropriate to be applied to areas which have, by nature of use and land division activity, already begun a transition from rural to urban use, primarily in the outer portions of the rural-urban fringe areas where public facilities and services will be necessary before intensive urbanization should occur, and in rural lands with marginal suitability for agricultural production."

The area east of the southern portion of the project is generally zoned RA (Suburban Residential District) with a few undeveloped areas zoned AGT. The area immediately around the proposed intersection with River Road is zoned C-3 (Commercial District).

5. Transportation planning.

The *Eugene-Springfield Area Transportation Study* (E-SATS), published in 1967, showed the proposed Northwest Expressway as a recommended highway, linking Prairie Road at the north end with the Roosevelt Freeway and River Road at the south end.

The transportation element of the *Eugene-Springfield Metropolitan Area 1990 General Plan*, adopted in 1972, identifies the Expressway extensions as a "transportation needs corridor" which was under study for implementation.

The Northwest Expressway extensions are shown as "proposed" routes on the Federal Aid System map approved July 1, 1976. On this map the southern Expressway extension continues to the intersection of the proposed Roosevelt Freeway with River Road.

The *Eugene-Springfield Area 2000 Transportation Plan* is a long-range plan now under review which, hopefully, will be adopted before July, 1978. This proposed plan indicates the Northwest Expressway extensions to be far enough advanced in the planning process so as to be treated as existing in terms of long-range planning. An overpass of the railroad yards to link up with an appropriate arterial street to the south is a possible future phase of development for the Expressway. Two such projects are proposed by the *2000 Transportation Plan*. One is the Roosevelt Connector, a two lane overpass linking Roosevelt Boulevard at Garfield Street with the Northwest Expressway, and the other is the Chambers Connector, a four lane arterial from the south end of River Road to the 6th-7th Avenue Couplet at Chambers Street. Neither project has yet received official endorsement however, and either one, or yet another alternative, may eventually be adopted.

The proposed Expressway extensions do not substantially limit or force completion of any of the above alternatives. Pending adoption of an area-wide transportation master plan and the commitment of resources to a long-range solution involving a major overpass, the Northwest Expressway extensions and intersection with River Road are being proposed at this time.

DISCUSSION OF PROJECT IMPACTS

Land Use and Economic Impacts.

Direct impacts of the project on land use consist primarily of conversion of lands from private to public ownership. Approximately 33 acres have been purchased to provide for the project right-of-way over the years beginning in 1962.

Because all of the land within this Federal Aid corridor is bordered on the west side by the Southern Pacific main line tracks, its development potential has been correspondingly limited. In addition, a majority of the right-of-way length for the north extension is located between the railway and one or both the SCS A-1 Channel and a major overhead power distribution line right-of-way.

Physical improvements to purchased parcels were limited to five houses and one commercial building. The commercial building fronted on River Road and contained a grocery store and a lapidary shop. Both businesses were successfully relocated. Remaining parcels were occupied by the borders of agricultural fields and orchards. All purchases of land and improvements were made from willing sellers, often upon initiation by the property owners themselves as it became in their interest over the years.

Land use impacts on surrounding areas are seen as minimal. No impacts, favorable or adverse, are foreseen on the railroad or any of the industrial area on the west side.

Potential impacts on properties to the east resulting from possible eventual facility expansion have been ameliorated by the design of the proposed project. The presently planned roadway alignment uses only the east half of the 120 foot right-of-way; thus any expansion would take place on the west side, next to the railroad.

To the degree that the project improves access to the River Road and Santa Clara areas it will remove one of the disincentives to locating a home or business in these areas. However, the growth of the area is not dependent on transportation facilities at this time, but on public policies relating to area sewage disposal problems. Significant growth is not likely with the existing subdivision moratorium or the proposed moratoria on septic tank construction permits and zone changes.

The project may tend, however, to very slightly increase property values and decrease the rate of ownership turnover of existing improved properties in areas served by the facility. This is the opinion of Professor Jerome Dasso, Department of Finance and Business Economics, University of Oregon. Additionally, a number of local residential streets should have a decrease in the amount of through traffic after completion of the facility. Homes along these streets should gain in livability and value.

Conversely, in the few cases where the Expressway Extensions bring traffic closer to residential properties, there may be some negative impacts, including increased noise, loss of adjacent unused open space, or diminished back- or side-yard privacy without fencing.

The project will have the effect of removing a strip of unimproved open-space land which has acted somewhat as a distance buffer between properties at the south end of the project and the railroad yards. However, there are no parks or designated park lands, improved or unimproved, which have been made part of, or are in the vicinity of, the right-of-way.

Traffic, Access and Safety Impacts.

The primary impact of the Northwest Expressway on area traffic patterns is expected to be a reduction of traffic on the more heavily traveled portions of River Road and a reduction of traffic on a number of local and minor collector streets now serving the existing portion of the Expressway. Traffic would be transferred to the Expressway primarily during River Road peak traffic periods; during nighttime and nonpeak traffic periods, Expressway traffic is expected to be relatively light as most vehicles would tend to use River Road as the most direct route in the corridor.

It is estimated that approximately ten percent of the existing 20,000 average daily vehicles would be removed from the most congested mile of River Road in the area of Beltline Road. This ten percent would be through traffic and would thus represent a greater percentage of traffic volume on other portions of River Road which carry somewhat less traffic, but due to a lower capacity design, still become seriously congested. The majority of traffic now using the Expressway would remain but the portion using local streets for access would be transferred to major collector roads such as Irvington Drive. Residential streets such as Crocker, Stark, Hyacinth, Kalmia, and Park Avenue should receive a reduction in traffic, while Irvington Drive would experience a small percentage increase of approximately 20 percent.

The following table provides information on present and projected Northwest Expressway traffic volumes.

NORTHWEST EXPRESSWAY PROJECTED AVERAGE DAILY TRAFFIC

Location	Present	Year 1979	1989	2000
Expressway North of Irvington	---	2,000	3,500	6,000
Expressway North of Beltline	2,850	4,500	8,500	16,000
South End Expressway	1,850 (at Park Ave.)	3,000	5,000	8,000

The above table assumes completion of the project as proposed but no other changes in the area's transportation system. Establishment of the full range of urban services resulting in withdrawal of the existing and proposed moratoria on development is also assumed.

The many basic design variables possible with the Chambers or Roosevelt Connectors make it unrealistic to project Expressway volumes with these facilities as part of the system, as they are presently unrefined concepts. However, they would tend to free-up traffic flow on the south ends of River Road and the Northwest Expressway respectively, thus adding maybe 10% to 20% to year 2000 volumes on these facilities.

In general, total traffic within the River Road-Santa Clara communities is not expected to increase significantly as a result of the proposed project. Similarly, traffic in the corridor south of the Expressway terminus is expected to be basically the same as without the project.

The amount of truck traffic on the Northwest Expressway is not expected to exceed 0.5% of total traffic. Classification counts conducted at various periods throughout several weekdays on the south part of River Road revealed that approximately 1.5% of the vehicle stream is made up of trucks.* These were primarily Lane Transit District buses, wholesale/retail delivery vehicles and miscellaneous vehicles such as tow trucks and garbage collection trucks. The following table provides information obtained from the traffic classification counts on River Road near its south end.

RIVER ROAD VOLUME AND CLASSIFICATION

Date	Equivalent Peak Hour Volume	Percent Trucks
3/28/78	1524	1.1
3/28/78	1287	2.0
3/29/78	1437	1.4
3/29/78	1359	0.7
3/29/78	1344	2.1
5/2/78	1480	2.1

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*"Trucks" for this report are defined as two-axle vehicles having six or more tires, or vehicles having three or more axles.

It is expected that local trucking traffic serving River Road would continue to use River Road, while through trucks would continue to use Highway 99 or Beltline Road and Delta Highway. The Expressway would not be used by transit buses which compose a good portion of River Road truck traffic. As the Northwest Expressway is to be a limited access arterial, potential development which would attract truck traffic is not an issue.

The result of traffic reductions on River Road and local streets would be an improvement in traffic flow and safety. Park Avenue, for example, would carry approximately 1,000 fewer trips per day upon project completion for a reduction of about 40%. This road which currently is the southern connector between the Expressway and River Road, is a tree-shaded and potentially quiet residential lane. It has a paved width of 19 feet, no curbs, gutters, or shoulders, and 77 residential driveway entrances. This street obviously was not designed to handle the volume or higher rates of speed associated with through traffic.

Additional improvements in traffic movement would result from channelization at the Park Avenue, Irving Road, and Irvington Drive intersections with the Expressway, as well as from signalization at the Irving Road intersection.

Additional improvements in area highway safety would occur with the elimination of the railroad crossing on Prairie Road and the closure of the Link Drive-Prairie Road intersection.

Bicycle traffic along River Road would benefit by less congestion at Park Avenue. Vehicles illegally using the bike lanes to pass on the right around other vehicles preparing to turn left have been a continual safety problem. At the new Expressway intersection the conflicts would be avoided through intersection design.

Access issues are raised at one location. Elimination of the Link Drive-Prairie Road intersection would reduce through traffic on Prairie Road but would not significantly impede access for residents of the area. Access could be gained via a better intersection at Irvington Drive, or from the north via the Link Drive extension of Prairie Road.

During the construction period, there would be little interference with existing traffic patterns as the vast majority of work would be done on a new alignment which does not intersect existing travel routes. During portions of work in the area of intersections with Park Avenue, Irving Road, Irvington Drive and Prairie Road, short-term reductions in traffic speed through the construction area would be required, but no detours would be necessary. Similar reductions in traffic speed would be required during the improvement of River Road at the Expressway intersection.

In conclusion, it should be noted that the Expressway extensions would not require a change in peoples' commuting and other travel patterns. Completion of the Expressway would offer an option, and the reduced traffic on River Road should provide better service to those who continue to use that facility.

Air Quality Impacts.

The proposed facility has been evaluated for air quality impacts by the Lane Regional Air Pollution Authority (L-RAPA). The information base included estimated traffic volumes in 1979 of 4,500 vehicles per day north of Beltline and 3,000 vehicles per day at the south end of the Expressway; and 1989 volumes of 9,500 and 6,000 for these two locations respectively.* Traffic composition indicated virtually no truck traffic for either projection year, a 0% effective grade, and a 40 mile per hour average vehicle speed. Residential receptors within 100 feet of the facility were assumed.

Critical screen volumes were developed for carbon monoxide emissions using the most recent EPA emission factors (known as Supplement 8) and based on worst case meteorological conditions for the Eugene-Springfield area. The screen volume reflects the critical traffic volume to exceed the eight hour carbon dioxide standard. Critical volumes were determined to be 19,775 in 1979 and 44,975 in 1989.

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*The 1989 estimates were later revised downward by 1,000 vehicles each, as shown on the chart, page 18.

L-RAPA stated that, " . . . screen volume analysis . . . shows that the predicted traffic volumes are less than 23% of the critical volume for which carbon dioxide violations would occur."

The air pollution agency further determined that, "given the 'marginal' nonattainment status of downtown Eugene which has much higher traffic volumes, it is very doubtful that the proposed construction area has an existing carbon dioxide problem."

Finally, L-RAPA concluded that, "as a result of our review of this proposed project, no indirect source permit will be required."

The full statement made by L-RAPA is attached to this report.

Short-term air quality impacts would occur during the construction period in the immediate project vicinity. The greatest potential for such impacts would be from suspended particulates such as dust generated by the movement of construction equipment, by grading, and by laying of base material. To a lesser extent, diesel exhaust particulates would also be generated, as would comparatively insignificant amounts of nonparticulate pollution including carbon monoxide, hydrocarbons and oxides of nitrogen and sulphur.

Duration of these impacts would be a limited portion of the total eight-month construction period in any one area. Control of the major portion of the particulate problem during dry weather would be by water spraying according to standard construction procedures specified in the project contract.

In conclusion, although there would be some short-term construction-related air pollution increases, the long term impact of this project on area air pollution would be ameliorative rather than intensifying, due to the improvement of traffic flow and decrease in congestion.

Noise Impacts.
The construction of the additional sections of the Northwest Expressway will result in a shifting of a portion of River Road corridor traffic from certain existing routes to the new facility and alternate existing access routes. This

shift will lead in turn to a decrease in the noise level on certain roadways and an increase on others, as well as the creation of a new traffic-generated noise source in the area.

Roads that would be expected to experience the greatest decrease in traffic-generated noise are local residential roads such as Park Avenue, and Crocker, Stark, Hyacinth and Kalmia Streets. The residentially developed portion of Prairie Road would also experience a slight decrease in through traffic, and thus possibly in noise level. River Road is projected to experience a decrease in traffic of 10% or more, depending on the location. This reduction should produce only a very slight decrease in the ambient noise level for properties fronting on River Road, and then only during peak traffic periods.

Major collector roads including Irvington Drive, and to a lesser extent, Irving Road, should experience some net increase in traffic, although particularly on Irvington, a change of travel direction for resident traffic should somewhat offset the increase. The increased traffic on these major collectors should not generate enough additional noise to be significant. The FHWA Report, Fundamentals and Abatement of Highway Traffic Noise (June, 1973), states that a doubling of the number of vehicles per hour is required to obtain an increase of 3 dBA (regarded as the minimum level for the human perception of noise volume change). Irvington Drive and Irving Road net traffic increases are expected to be approximately 20% each.

The existing portion of the Northwest Expressway would have traffic increases of approximately 60%. Again, this is not expected to produce a significant increase in noise level. Additionally, there are no residences fronting on the Expressway, although there are a few fronting on other streets which are close enough to be aware of the somewhat more frequent passage of traffic.

The Expressway extensions, however, would introduce a new noise source in their respective areas which needs closer analysis. The north extension of the Expressway is not of concern as there are no noise-sensitive receptors in the area. There is one residence on Prairie Road north of where it would merge with the Expressway, but no increase in traffic is expected here. Otherwise, the north extension is bordered by railroad tracks and industrial operations on the west, and open space on the east.

The area of the extension from Park Avenue south does contain noise-sensitive receptors, as well as two existing major noise generators, namely River Road traffic on the east and railroad yard operations on the west. The railroad noise source is unusual in that the fairly constant background rumble of train passages is sporadically punctuated by loud, short-duration noise events which tend to be particularly objectionable, such as whistle blasts, the squeal of brakes, and the thunderous report of cars being coupled.

Particular noise-sensitive receptors in this area which would be exposed to the Expressway extension are shown on the diagram, page 25. Actual field noise measurements and a nomographic projection method were used to assess the noise impacts at three critical receptor locations.

The nomographic method of highway noise prediction, as reported in the aforementioned FHWA report, Fundamentals and Abatement of Highway Traffic Noise, offers a fairly reliable indicator of noise levels which would be generated from proposed road facilities. Basic input data assumptions are required and these are shown below for each of the three sites tested for the year 1979.

NOISE PREDICTION DATA	Site 1	Site 2	Site 3
Vehicle peak hour volume:	300	300	300
Percent Trucks:	0.5	0.5	0.5
Vehicle Speed:	40	40	40
Equivalent distance to receptor (feet)	45	70	75

The resultant A-weighted L_{10} statistical noise level* for each of the sites indicates noise impacts considering only the computed noise source, i.e., the Northwest Expressway.

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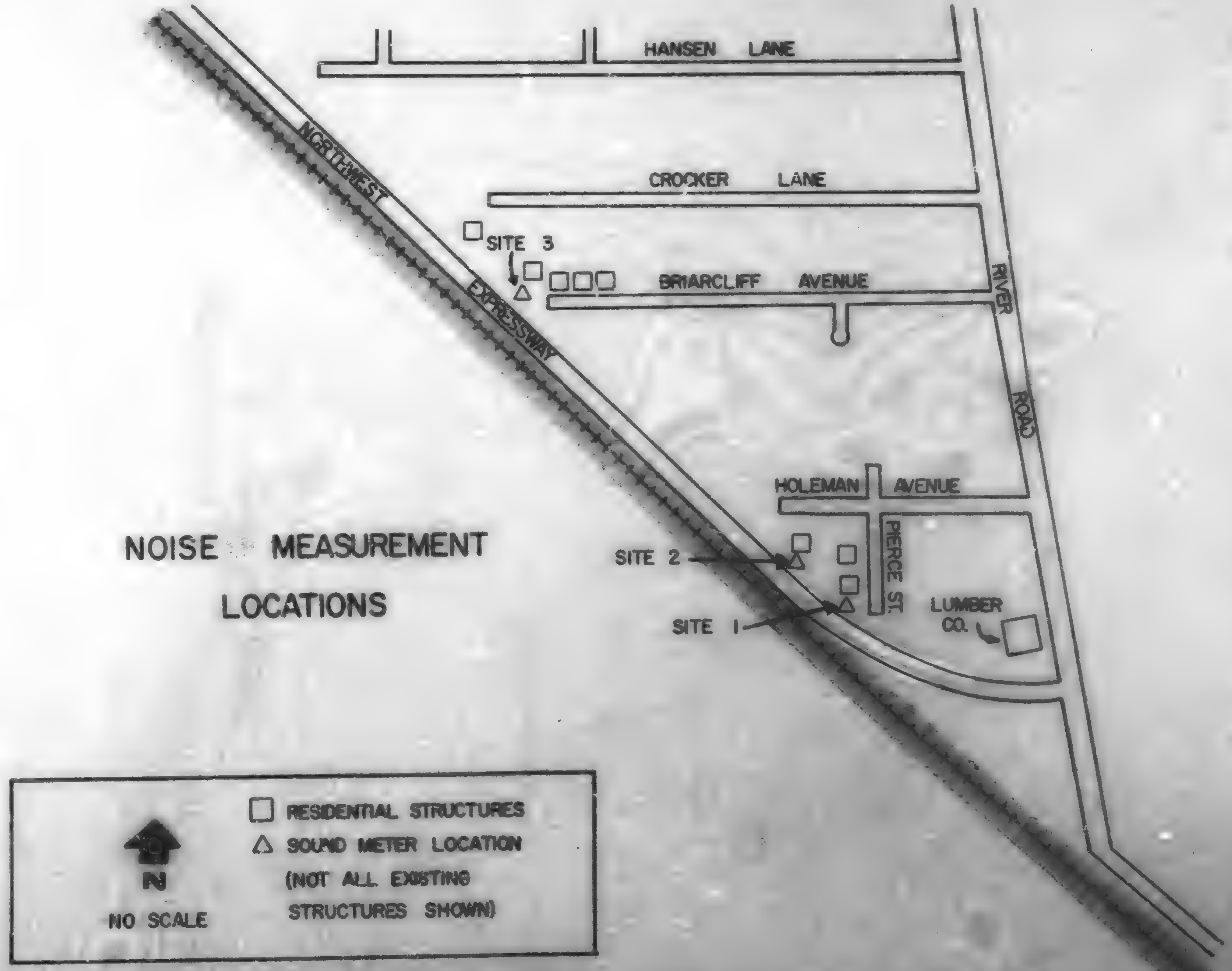
*The L_{10} statistical noise level is that noise level exceeded 10% of a selected time period (in this case the peak hour of traffic). The L_{10} noise level is an indicator of the noisiest portion of highway traffic.



NOISE MEASUREMENT LOCATIONS

HANSEN LANE
CROCKER LANE
BRIARCLIFF AVENUE
NORTHWEST EXPRESSWAY
RIVER ROAD
SITE 3
SITE 2
SITE 1
HOLEMAN AVENUE
PIERCE ST.
LUMBER CO.
N
NO SCALE
☐ RESIDENTIAL STRUCTURES
△ SOUND METER LOCATION
(NOT ALL EXISTING STRUCTURES SHOWN)

The predicted 1979 peak hour L_{10} values are:

Site 1	66 dBA
Site 2	64 dBA
Site 3	64 dBA

Since the US Department of Transportation standard L_{10} design noise level at the exterior of a building is 70 dBA, all three noise locations, taken by themselves, fall within the standard.

It is important, however, to also assess the existing noise level and the degree to which the proposed project will increase existing noise. To do this, actual noise measurements were taken during the afternoon traffic peak period at each of the three sites. Measurement periods were 20 and 15 minutes in length with noise meter reading intervals of ten and five seconds, respectively. Readings were repeated on a second day with the order of sites changed to catch a different portion of the peak hour. An additional 50 minute mid-afternoon monitoring session was conducted at site #3 to specifically record the individual, short-duration, very loud railroad noise events which could not be recorded in the usual manner. Traffic classification counts were made on River Road and total vehicle counts corresponded very well with previously measured peak hour counts for this portion of River Road.

A Quest ANSI type 2-1 EC R 123 sound meter set on A scale and mounted on a four-foot tripod was used for all ambient noise level measurements. Three technicians were used to read the sound meter, record the readings and to perform a traffic classification count on River Road. The three tasks were rotated among the technicians to eliminate any unintentional bias. Sound measurements and dBA computations were in accordance with those prescribed in the Sound Measurement Procedures Manual, published by the Oregon Department of Environmental Quality.

A brief description of each noise measurement site and a tabular presentation of the noise monitoring results follow:

Site No. 1
This site is the side yard of a wood frame, single family residence located approximately 600 feet west of River Road, 45 feet northeast of the proposed project centerline and 110 feet from the Southern Pacific mainline tracks and switching yard. Measurements were taken approximately 25 feet south of the house and 85 feet from the railroad tracks. Although River Road traffic is audible during occasional lulls in train movement, the almost continuous movement of trains is the dominant noise source in the area.

Site No. 2
This site is a wood frame duplex located approximately 700 feet west of River Road, 70 feet northeast of the proposed project centerline and 135 feet from the railroad. Measurements were taken 25 feet southwest of the duplex and 110 feet from the railroad tracks. The primary noise generator in the area is still the Southern Pacific operations.

Site No. 3
This site is on the eastern edge of the proposed project right-of-way, 25 feet south of the nearest corner of a two-story apartment building, and approximately 150 feet east of the Southern Pacific mainline tracks. The railroad yard is the primary noise source in the area; River Road contribution at this distance is not significant.

Results of Testing.
The following table indicates the measured peak hour L_{10} noise levels from the three closest noise-sensitive receptors. Also shown for comparison is the nomographically-computed peak hour L_{10} noise level for the proposed project. Sites 1 and 2 were measured on May 2 and 3, 1978. Site 3 was measured on March 28 and 29, 1978.

MEASURED AND PREDICTED 1979 NOISE

	Site 1	Site 2	Site 3
1st Day Ambient L_{10}	67	65	61
2nd Day Ambient L_{10}	68	68	69
Nomographic L_{10}	66	64	64
Logarithmic Sums	70 & 70	68 & 69	66 & 70

The preceding table indicates that the expected noise level from the proposed project would generally be less than existing noise levels. The noise impact on affected properties after project completion, however, is computed by logarithmic addition of the proposed and existing noise sources. The table also shows that the noise level after project completion would be approximately at the US DOT standard of 70 dBA. In no instance should the noise level be raised more than three dBA which is, as previously mentioned, the minimum level for human perception of a noise volume change.

The Expressway, during rush hour, would generate more noise than the railroad during infrequent lulls in train activity, but less than when there were any train movements in the area, and far less than train-related peak noises such as whistles, squealing brakes and cars being coupled. The difficulty in accurately measuring the sudden short duration noise bursts from railroad activity using manually read meter procedures may have decreased the true magnitude of L_{10} noise at the three sites. In effect, the loudest noises tend not to be included because they far exceed the meter range being used at the time.

Expressway traffic in the vicinity of the three critical noise receptors should be free-flowing as access south of Park Avenue to the Expressway is not planned and the receptors are sufficiently distant to not be affected by the River Road intersection. The only receptor near (approximately 75 feet) the intersection is a retail lumber yard. Noise samplings at the site were accomplished and an L_{10} dBA of 69 was obtained. A nomographic solution predicted the Expressway noise level after completion to be 63 dBA. Thus, this is not a critical site as the DOT standard is 75 dBA for this category of land use.

The contribution of the new facility to impacts on noise sensitive receptors was also predicted for target years 1989 and 2000 using traffic forecasts for these two years (see page 18). Ambient noise in the area was assumed to hold constant for the future; while probably not an accurate assumption, it is the best available since changes in noise from the railroad, as the major producer in the area, cannot be predicted with any degree of confidence.

With the exception of peak hour traffic volumes of 500 and 800 for 1989 and 2000 respectively, noise prediction data from page 24 were employed. The nomographic method of noise prediction produced the conclusions shown in the table below.

		Site 1	Site 2	Site 3
1989	Nomographic L_{10}	68	66	66
	Current Ambient	68	68	69
	Log sum	71	70	71
2000	Nomographic L_{10}	70	68	68
	Current Ambient	68	68	69
	Log sum	72	71	71.5

In conclusion, noise levels during the first year (1979) are expected to increase only slightly over present levels, with less than a 5dBA increase at any of the noise sensitive receptors, and with no predicted violations of the DOT 70dBA L_{10} noise standards. At sites 1 and 3 the 70dBA standard would be slightly violated by 1989, and by the year 2000 the standard would be violated by a small amount at all three locations, Thus, possible mitigating measures are investigated for this later period.

Mitigating measures could include facility realignment to a more distant location, depressing the facility, moving or razing the receptors, and constructing a noise attenuating barrier between the generator and the receptors. Of the available options only the noise barrier is considered to be realistic at this lcoation.

Design consideration of a noise barrier was conducted according to Chapter 5 of the FHWA report Fundamentals and Abatement of Highway Traffic Noise (June, 1973). The barrier nomograph was employed to design a noise barrier that would reduce the noise level at Sites 1 and 2 by 5dBA. Such a barrier, constructed within the project right-of-way, would need to extend approximately 7 feet above existing ground level and would need to be about 200 feet long. Approximate cost for a solid barrier of this size using plywood panel or other solid board construction would be $10,000 plus on-going maintenance costs. A concrete block wall would require less maintenance but the initial cost would be appreciably higher.

Because Site 3 is a two story apartment building, a similar wooden barrier placed 30 feet from the road centerline would have to be 10 feet tall to afford a 5dBA noise decrease. Length needed would be approximately 100 feet. Estimated initial cost for the structure is approximately $7,500.

The following points summarize the discussion of the preceding several pages and lead to the conclusion below.

1. Noise projections were based on the assumption that ambient noise (railroad) would hold constant 11 and 22 years into the future (it may very well decrease or increase).

2. Noise forecasts for the project were based on limited but best available data regarding traffic projections for 11 and 22 years into the future.

3. Resulting noise forecasts for critical receptors at the time of project completion meet, or are below, the FHWA peak hour L_{10} standard of 70 dBA.

4. Noise forecasts 10 years after project completion are within one (1) dBA above the 70 dBA standard.

5. Noise forecasts 21 years after project completion are within two (2) dBA above the 70 dBA standard.

6. Two solid walled noise barriers with minimum dimensions of 7 ft. x 200 ft. and 10 ft. x 100 ft. would be required in order to provide a reduction in the noise levels at residential receptors.

7. Total cost of these noise barriers would be between $14,000 and $21,000.

8. The seven and ten foot high walls would have to be located between 20 and 40 feet from the affected structures.

9. Walls would have probable negative aesthetic impacts, could be a safety hazard to young people trying to scale them, and would totally block out afternoon sun to the affected properties.

Based on the foregoing findings, it is concluded that the cost and consequences of building these massive walls at the time of project construction is not reasonable considering the probable marginal amount by which the noise standard would be exceeded more than ten years into the future. Therefore, an exception to the FHWA peak hour L_{10} standard of 70 dBA is requested.

As stated on page 32 under Views and Scenic Resource Impacts, a dense row of suitable plant varieties will be planted as part of the project to improve aesthetic conditions and insure privacy. These plantings will be made in the general areas considered for the barrier walls.

Short-term noise impacts would occur during the construction period in the immediate project vicinity, primarily as a result of grading, compacting and paving. Earthmoving equipment, which is generally responsible for some of the higher decibel levels on construction projects, would be used only minimally due to the nature of the project and the terrain. Rock and asphalt would be obtained from commercial sources with primary haul routes being over arterial roads such as Beltline, thus limiting the noise on residential streets. To minimize noise impact all construction equipment would be required to employ properly operating muffler systems and to otherwise meet existing noise emission standards for construction equipment.

Construction impacts can also be mitigated by prohibiting construction on weekends (usually Sundays), legal holidays and on other designated days during daytime hours (usually 7:00 a.m. - 8:00 p.m.). This requirement would be included in the construction specifications with a provision for the project engineer to grant exceptions where appropriate.

Water quality impacts.

There are no ponds, streams or natural wetlands within, or in the area of the Northwest Expressway right-of-way. Due to soil conditions there was, at one time, a limited surface water problem east of the north section of this project. A number of years ago the Soil Conservation Service diverted Spring Creek by constructing the A-1 Channel and this has eliminated surface water problems in the area. The route of the A-1 Channel proceeds northward close to the east side of the Northwest Expressway for 3,400 feet, then crosses under the proposed part of the project in three 72 inch pipe culverts and continues in a northwesterly direction, eventually emptying into Clear Lake. The A-1 Channel contains water only after periods of exceptionally heavy rainfall and has been dry all year. There is no sign of any kind of riparian vegetation along the Channel. There is no flood hazard problem within the area of the project right-of-way. The HUD 1977 Preliminary Flood Insurance Study was included in sources for the above findings.

Surface runoff from the existing portion of the Northwest Expressway is conducted via roadside ditches to the A-1 Channel. Runoff from the extensions would be similarly conducted to the A-1 Channel. The amount of water thus added to the Channel is insignificant as a proportion of its total capacity.

In conclusion, this project is found to have negligible water quality impacts.

Wildlife Impacts.

As a result of the proposed project, approximately 15 acres of presently idle fields will be converted to a roadway. This land would be eliminated as a habitat and forage ground for numerous common small rodents and seed-eating birds.

Because of the developed nature of the project area, including highly intensive railroad activity on the west side, the area is not a significant wildlife habitat, and does not harbor any rare or endangered species. The A-1 Channel does not constitute a wetland habitat, and there are no other wetland habitats in the area.

The impact of this project would be to remove a commonly found field habitat area harboring small animal and bird species. Otherwise, there are no significant wildlife impacts.

Historic, Archaeological, and Paleontological Resource Impacts.

There are no sites or structures of historic significance within or near the project right-of-way listed in the Statewide Inventory of Historic Sites and Buildings. The right-of-way itself is devoid of any structures and the only nearby structures are contemporary residential buildings.

There are no known archaeological or paleontological resources in the area. Virtually all of the land within the right-of-way has been highly disturbed by agricultural activities and by clearing and grading within the project right-of-way. Solidified geological formations with the potential of containing paleontological remains do not exist.

It is thus concluded that the project would have no impact on historic, archaeological, or paleontological resources.

Views and Scenic Resource Impacts.

The Southern Pacific Railroad operation is and will remain the most dominant feature in the area and is the only eye-level view to the west. There will be some loss of open area effect on the east side, north section. However, the presence of electrical transmission lines mounted on massive concrete poles, a powen substation and the drainage ditch tend to negate the overall scenic quality of this area. There will be a loss of open space between dwellings and the railroad tracks on the east side, southern section. Several residences will be more exposed to view from passing traffic, with the result that a visual screen of dense plantings being installed as part of the project.

Comprehensive Land Use and Transportation Plan Impacts.

1. Eugene-Springfield Metropolitan Area 1990 General Plan (1990 Plan). The Northwest Expressway Extensions are shown on the adopted Plan map as a "transportation needs corridor." The area served by the Expressway is indicated by the Plan as intended for primarily residential development. The Expressway extensions, and the River Road and Santa Clara communities served, are within

the 1990 Plan's designated Urban Services Boundary. The facility is thus not promoting growth outside the development area, and is found to be consistent with the Plan by being shown on it and by supporting the type of growth envisioned in the Plan.

2. State Land Use Planning Goals. State land use planning (LCDC) goals and guidelines require attention to the preservation of prime agricultural land (land suitability classes I through IV) in rural areas. They also require that urban growth boundaries be established to separate urbanizable land from rural land, and that conversion of urbanizable land to urban uses shall be based on considerations including the orderly, economic provision of public facilities and services. In addition, development should be in conformity with a locally adopted comprehensive plan.

The proposed project is within the Urban Service Area Boundary of the Eugene Springfield Metropolitan Area 1990 General Plan as adopted by Eugene, Springfield and Lane County in 1972. The project is also specifically shown on this plan and is consistent with implementing zoning. The proposed project is found to be consistent with Statewide Planning Goals and Guidelines, specifically LCDC Goal No. 3, Agricultural Lands, Goal No. 12, Transportation, and Goal No. 14, Urbanization.

3. Eugene-Springfield Area 2000 Transportation Plan. The extension of the Northwest Expressway is consistent with past metropolitan area transportation planning documents including the Eugene-Springfield Area Transportation Study (1967), the Lane County Master Road Plan (1969), and the approved map of the Federal Aid Urban System (1976).

The currently proposed 2000 Transportation Plan recommends the Northwest Expressway extensions for implementation in the immediate future.

An additional project, the Roosevelt Connector, is proposed as a later extension of the Northwest Expressway south across the railroad yards. However, no project in the Plan would be mandated or significantly constrained by the implementation of the Expressway project. The Expressway extensions do avoid the development of a crisis situation, allowing more time for better planning.

It also should be noted that the 2000 Transportation Plan is not yet adopted and is subject to revision before adoption.

At such time as a long-range transportation plan is adopted, Lane County would review the consistency of the Federal Aid Urban System with planned projects. At that time the FAU proposed alignment of the Northwest Expressway and related facilities could be changed to preserve system integrity and continuity.

4. Conclusion. It is concluded that the proposed project is consistent with all adopted local and state land use and transportation plans and that the project, therefore, has no negative impact on these adopted plans.

ALTERNATIVES TO THE PROPOSED PROJECT

Discussed below are six alternatives to the construction, as proposed, of the Northwest Expressway extensions.

1. Alternative: Continue as Existing.
This alternative would perpetuate the problems the proposed project is designed to relieve. The existing portion of Northwest Expressway would continue to be underutilized, while increasing traffic on River Road would lead to more traffic delays, accidents, air pollution and general annoyance. Through traffic would increase on streets in residential neighborhoods as the sole or only practical means of access to the Expressway. Access would continue to be a growing disincentive to residential or work locations in the River Road and Santa Clara areas. While cost of the proposed project would be saved, the public and private costs of the aforementioned problems would be great.

On the positive side, not constructing the project would avoid the impacts produced by a new traffic route near residential properties along the south extension.

Spot safety problems such as the Prairie Road-Link Drive intersection could be corrected independently.

2. Alternative: Construct Only Expressway North Extension.
This alternative includes only the construction of the Expressway from Irving Road north to Prairie Road, at a cost of approximately $135,000. The project would have the advantage of making the Expressway accessible to River Road traffic via Irvington Drive, thus removing through traffic from local roads. In addition, the Prairie Road-Link Drive intersection would be improved and the railroad crossing eliminated.

The major advantage to this alternative is that some traffic benefits would be derived, while this section entails the fewest local adverse impacts because of an absence of developed properties on the east side.

It is expected that a large portion of traffic thus routed would use Beltline Road east or west; however, a major negative feature of this alternative is that traffic on Park Avenue would be increased over the existing condition. In addition, traffic impacts on River Road would be more severe south of Park Avenue than they would be with the project as proposed.

3. Alternative: Widen Park Avenue; Improve River Road Intersection
The improvement of Park Avenue would serve as an alternate to the south extension of the Expressway under a plan including the Expressway north extension only. Required would be the purchase of 30 feet of additional right-of-way on Park Avenue and the acquisition or relocation of improvements where they were too close to the right-of-way. Widening of the road, creation of drainage facilities, and improvement of the intersection with River Road in a manner similar to that as proposed for the Expressway intersection would complete the project. A rough estimate of project cost is $100,000.

It is believed that if the north extension were to be built and a commitment were made not to build the south extension, such an improvement as that described above might be necessary.

Analysis indicates that this is not a feasible alternative to the south extension. There are approximately 70 residences along the street which prevent establishing limited access. Many mature, Douglas fir street trees, which largely create the character of the neighborhood, would need to be removed. In addition, in excess of one-half mile less of River Road would be benefited.

4. Alternative: Other Locations for Expressway/River Road Intersection.

The southerly limit to a River Road approach for the Expressway is determined by the narrowing space between the railroad line and River Road, and the need for enough space to bring the Expressway in at a right angle to River Road. The proposed entrance location is about as far south as practical considering these space requirements and the need for adequate sight distance to the south end of River Road.

Two alternate alignments could be achieved, resulting in intersections further north on River Road, which would still not cause gross disruptions to developed properties in the area.

One is located about 1,000 feet north of the proposed alignment, between Briarcliff and Holeman Streets, and is called the Holeman Connector alternative. The Holeman Connector would be a 1,200 foot long link which could be constructed on land already owned by Lane County. It has the potential of someday tying in with a possible interchange between River Road, the Northwest Expressway and a new east-west freeway. However, it has the disadvantages of passing through a scattered residential area, of not relieving quite as much of River Road as the proposed alignment, and of potentially causing some traffic conflicts for both motorized and bicycle traffic entering from Fir Lane on the opposite side of River Road.

The second alignment would be located about 400 feet north of that proposed. It would have significant impacts on three single-family residences and an apartment building, and would probably require purchasing and razing one of the single-family structures. It is not considered to have any significant advantages to the proposed location.

The project alignment as proposed would, however, skirt the area of development, relieve virtually all of River Road in this area, and not pose any intersection conflicts with streets entering from the east side of River Road. It is therefore considered to be, overall, the best of the three intersection locations available.

5. Alternative: River Road Improvement.
The widening and improvement of River Road from Irvington Drive south, generally including four travel lanes and a center turn lane, and the expansion of capacity on the River Road-Beltline interchange ramps, could serve to forestall the need for the Expressway for a period of time. Regardless of the Northwest Expressway project, River Road will need to be improved eventually anyway. However, the cost and timing of River Road improvements and the traffic characteristics of the road itself, negate this project as an alternative to the Expressway.

Estimated cost of River Road improvement is $4,000,000, requiring a significant number of relocations and a variety of environmental impacts. One issue to be resolved is the desirable coordination of any road improvements with a possible future sewer system. In any case, phased implementation of the project over a period of time is the most reasonable approach, hopefully with the worst problem areas dealt with in the very near future.

Despite improvements, River Road will still have a large number of intersecting streets and driveway approaches, and a limited access arterial would still be needed.

6. Alternative: Develop Internal North-South Collectors.
The major impetus for the proposed project is the lack of north-south collectors to serve as alternates to River Road within the large residential area between River Road and the Southern Pacific Railroad. Through alignment changes and widening, some principal residential streets could be made into major collectors to eliminate the need for the Expressway extensions. In Santa Clara, Stark Street or Crocker Road could serve this function. South of Beltline, the picture becomes more complicated but North Park Avenue, or Grove Street, Lake Drive and Park Avenue might be used. Upon analysis this alternative is quickly dismissed as simply reinforcing the undesirable traffic patterns presently occurring because of River Road congestion. In addition, the need for the South

extension would not really be satisfied, and little would be done to alleviate congestion in the area of the River Road-Beltline interchange.

REFERRAL AND PUBLIC COMMENT

This project proposal was reviewed by the Lane Council of Governments and other local jurisdictions as part of the Transportation Improvement Program.

Preparation of the draft negative declaration was followed by a public review process which is summarized below.

On July 21, 1978 the draft Negative Declaration was circulated to concerned local public agencies and private businesses, the Southern Pacific Transportation Company, interested individuals, and two area citizens committees. Additional copies were distributed from the information desks at two County facilities.

On July 25, 1978 legal notices appeared in the Eugene Register Guard newspaper advertising the availability of the draft negative declaration for review and comments, and providing notice of a public hearing for the project.

On August 15, 1978 the Lane County Public Works Department sent a news release to local broadcast and print media describing the project and the availability for public comment.

In accordance with Federal-Aid Highway Program Manual guidelines, a public hearing for the project was held on August 28, 1978 at North Eugene High School. Twelve private citizens, a Lane County Commissioner and his assistant, plus seven State and County staff people were in attendance. During the hearing, which lasted approximately one hour, the project was described by County staff and people were informed of the opportunity to submit written comments within 10 days of the hearing. Spokesmen for both neighborhood organizations in the area spoke in favor of the project. A number of questions were answered relating to specific alignment, number of streets having access, and traffic control. Several additional comments and questions regarded road problems unrelated to the project. The following substantive issues were also addressed:

Two individuals were concerned that adequate measures be taken to avoid congestion at the project intersection with River Road. Staff reported that forecasted traffic loads were adequately accommodated in the project design. A speaker for one of two neighborhood organizations recommended that noise barriers be constructed of a material more durable than wood boards. Staff commented that ongoing studies would determine whether noise barriers were, in fact, needed; but that if barriers were required, there was a preference for a more permanent, maintenance-free material than wood. Both neighborhood organizations endorsed future access to the Expressway from Maxwell Road. And finally, one neighborhood organization opposed the use of the word "dangerous" when referring to River Road on page five of the report. Staff suggested it could be changed to "higher rate of accident involvement" and this was agreeable to the group spokesman.

A full transcript of the public hearing is on file at the Lane County Public Works Department.

No other comments, requests for changes, or negative responses to the project were received either during the 30-day public review period preceding the public hearing or during the 10-day waiting period following the hearing.

SUMMARY

The Northwest Expressway extensions will greatly expand the usefulness of this limited access arterial as an alternate to River Road, reducing congestion, cutting travel times, improving safety, and removing through traffic from local streets in residential neighborhoods.

Adverse impacts of the project are minimized by its location immediately adjacent to the Southern Pacific Railroad main rail line and related industrial area to the west.

The project may tend to slightly increase property values by improving access to the Santa Clara area and by removing traffic from local streets, although any potential effect on increasing area development is controlled by current land use moratoria. The project is included in adopted land use plans for the area, and in the metropolitan area 2000 Transportation Plan currently being recommended for adoption. It is also consistent with LCDC goals and guidelines.

The project has the potential to improve area air quality in the long term by reducing congestion and improving traffic flow.

Potential adverse impacts are limited to an increase in traffic noise at the southern end of the project although the 70 dBA noise standard should not be exceeded in the near future. Within limits of current prediction methodology and available traffic forcasts, there are likely to be slight violations of the 70 dBA standard 10-20 years from now, for which mitigating measures have been included.

Impacts on other areas of the human or natural environment have been found to be negligible or nonexistent.

BASIS FOR A NEGATIVE DECLARATION

This project constitutes a Category 3 major action, as defined in the Federal Aid Urban Highway Program Manual, Volume 7, Chapter 7, Section 2. The project is consistent with all laws and regulations relating to land use and the environment. There are no properties affected by Section 4(f) of the Department of Transportation Act of 1966. The project would not contaminate a public or community water supply system. Public interest in the project is anticipated to range from broad support within the community to concerns by residents of abutting properties regarding noise impacts. The project has been reviewed in public meetings since about 1967 as part of its inclusion in land use and transportation plans. No controversy as such is anticipated.

It is the conclusion of this study that the implementation of the proposed facility will not have a significant adverse impact upon the quality of the human environment of a magnitude to require the processing of an environmental impact statement.

CONCURRED IN BY:

E S Hunter 10-25-78
Technical Services Engineer Date

11-16-78
Federal Highway Administration Official Date

ATTACHMENT

Lane Regional AIR POLLUTION AUTHORITY

16 OAKWAY MALL
EUGENE, OREGON 97401
AC 503 686-7618

VERNER J. ADKISON
Program Director

March 14, 1978

Mr. George Capelle
Transportation Planner
Lane County Dept. of Public Works
125 East 8th Avenue
Eugene, Oregon 97401

Dear George:

In response to your request for an air quality impact review of the proposed Northwest Expressway, your data and screen volume analysis show the following:

1. The traffic volumes involved are well below the levels requiring a permit in Title 20 of the LRAPA Rules and Regulations.
2. Your screen volume analysis using the latest Supplement 8 emission factors show that the predicted traffic volumes are less than 23% of the critical volume for which CO violations would occur.

We have no existing CO data for the area involved. However, given the "marginal" nonattainment status of downtown Eugene which has much higher traffic volumes, it is very doubtful that the proposed construction area has an existing CO problem. In fact, as your letter points out, the proposed construction should help to alleviate existing congestion.

As a result of our review of this proposed project, no indirect source permit will be required. If you need any further review or comments please feel free to call the office.

Sincerely,

VERNER J. ADKISON
Program Director

Ralph E. Johnston
Ralph E. Johnston
Technical Services Supervisor

REJ:ckw

RECEIVED
[illegible] 1978
PUBLIC WORKS

Clean Air Is A Natural Resource - Help Preserve It

8974

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
October [illegible], 1978
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Final Negative Declaration
NW Expressway North and South Extensions
Prairie Road-Irving Road and Park Avenue-River Rd.
Lane County

The subject statement in the form of a final negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the natural and social environmental impacts of the project.

If you agree, please sign all copies and return the original plus four copies to this office for submission to the Federal Highway Administration for concurrence.

GAP:lb

Attachments

cc: J. H. Versteeg
F. E. Terpin
D. H. Moehring
Alfred Shirley

Ed: Please note the noise Section - We say barriers are "feasible", but County does not want for reasons listed herein. Your approval & FHWA concurrence without in no noise mitigation to be proposed.

RECEIVED
TECHNICAL SERVICES
OCT 24 '78
REFER TO
FOR

Info	Invest.	R/D	D/A	Sign	Act	File

8974

Lane

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

October [illegible], 1978

FILE: PRO 6

Jack Ayres

FROM: JACK AYRES
Regional Federal-Aid Engineer

TO: MEMO TO THE FILES

SUBJECT: Prairie Rd. - Irving Rd.
Park Ave. - River Rd.
N.W. Expressway
Lane County

Plans received from Final Design were hand carried and delivered to John Schmit, Design Engineer, for Lane County this date. Public Works Director, Al Driver, was also notified. They questioned why specifications were not with plans.

They were instructed to return corrected plans to Region Office.

JA/cp

cc: Duane Christensen ✓
Larry Asburry
Doug Greene

___ Versteeg ___
T Christensen DCS
___ George ___
___ Olsen ___
___ Terpin ___
S Sullivan GWS
___ Scott ___
___ Anderson ___

RECEIVED
OCT 12 1978
ENGINEERING SECTION

___ Trout ___
Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

Bull-file copy
o.b

This project is scheduled for April 26, 1979. Spec Unit does not ordinarily work on final specs until plans finalized & project in the pipeline for preparing documents for advertising. Based on the present schedule this would be about Feb 79/GWS

8974 Form FHWA 121 (Rev. 5-73)

2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: July 13, 1978

In reply refer to: HPD.2-OR

SUBJECT: Oregon Project M-1095(-)
Northwest Expressway North & South Extensions
Praire Road-Irving Road & Park Ave-River Road
Lane County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary Potter, Mgr., Environmental Section
Oregon Dept. of Transportation
Salem, Oregon

The Draft Negative Declaration has been approved by the Asst. Division Administrator on July 12, 1978. Please make copies of this draft statement available, as required by FHPM 7-7-2.

The original signed copy of the Title Sheet has been hand-carried to your office for immediate processing.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer
G. L. Green

cc:
Mr. H. S. Coulter, State Hwy Engr.
Mr. E. S. Hunter, Tech. Svcs. Mgr.
Mr. D. E. Swan, Proj. Mgt.
Mr. A. Shirley, Region 3

RECEIVED
STATE HWY ENGR
JUL 17 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sup	Act	File

NOTED
H. S. COULTER

8974

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

April 28, 1978

Al Driver
Director of Public Works
Lane County
125 E. 8th Ave.
Eugene, OR 97401

Dear Mr. Driver:

This will acknowledge your letter of April 26, 1978, advising this office that you wish to delay your FAUS Northwest Expressway Extension (north and south) project no. M-1095(1) to redesign the south connection to River Road. The Holman Connector will not be utilized. Also, that the draft negative declaration will be revised and a public hearing will be held.

By a copy of this letter I am advising our Salem Final Design Unit, Location Unit, and Project Management Unit of your decision.

Also, by a copy of this letter Mr. Eb Engelmann, Regional Environmentalist, is alerted to the change.

By a copy of this letter I am asking Mr. Ellis Jones, Resident Engineer, to work with your Design Section to establish a time frame for the redesign, so a contract letting date can be determined.

Sincerely,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

by GLEN CLARK
Regional Federal-Aid Engineer

GLC/cd

cc: J.H Versteeg
D.H. Moehring ✓
L.E. George
Eb Engelmann
Dave Jones
Ellis Jones

PROJECT MANAGEMENT
[✓ PME] CCE ☐ OM ☐
[✓ LGE] FAE ☐ OPE ☐
MAY 1 1978
File: PM FA
LG OP
TAA Zahner

Schedule
3rd QTR 83

Does this change proposed letting date

8974

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

Mr. Al Driver
Director of Public Works
Lane County
125 E. 8th Avenue
Eugene, OR 97401

March 20, 1978

Dear Mr. Driver:

This will acknowledge your letter of March 16, 1978, advising that Lane County sees no reason to alter or delay the progress of your FAUS Northwest Expressway project no. M-1095(1).

The project is currently on the contract bid letting schedule for June 22, 1978.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: J.H. Versteeg
D.H. Moehring
Bill Anhorn
Doug Greene
Eb Engelmann

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
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MAR 21 1978
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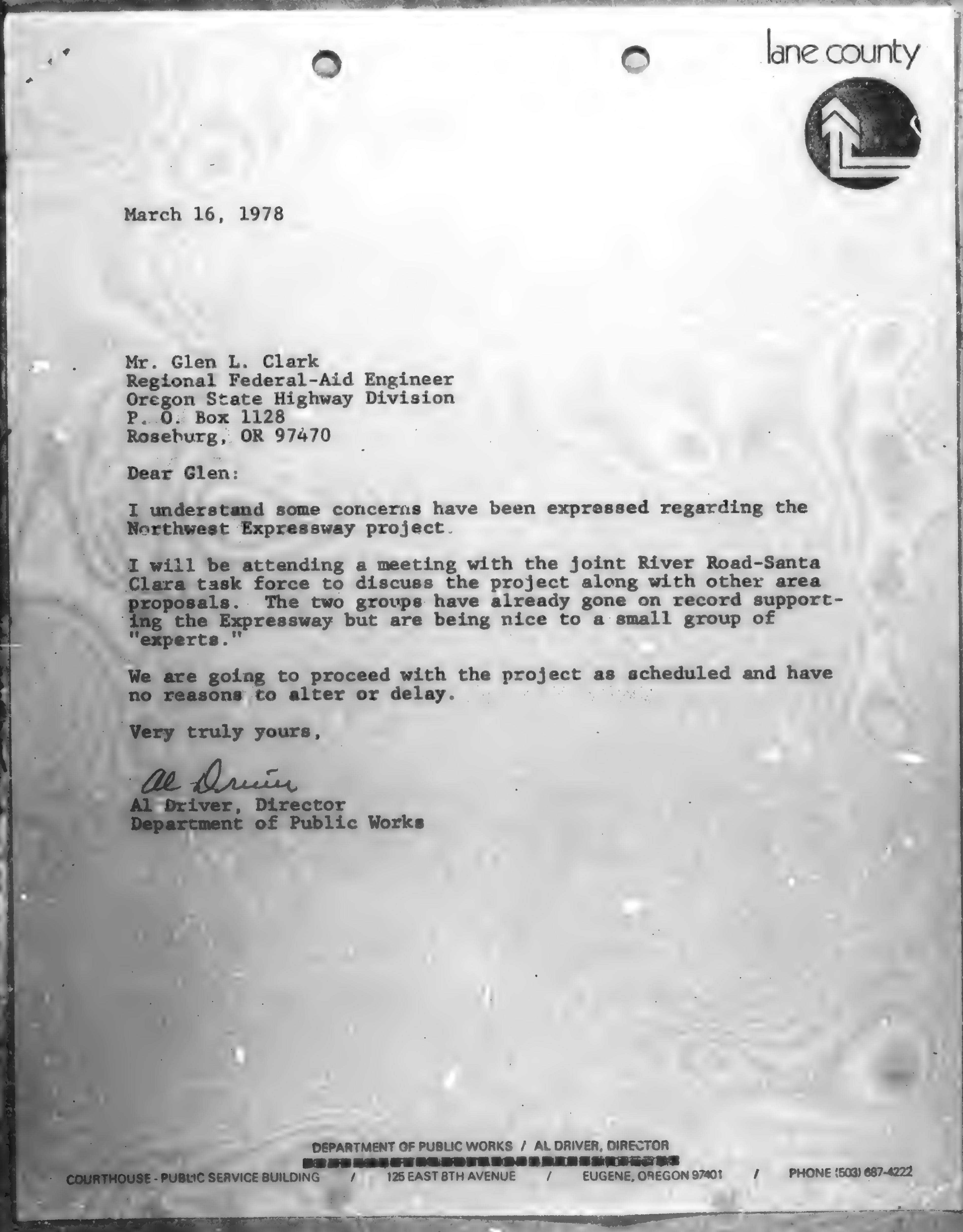
File: PM FA
TAA ______ LG OP



lane county

March 16, 1978

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Glen:

I understand some concerns have been expressed regarding the Northwest Expressway project.

I will be attending a meeting with the joint River Road-Santa Clara task force to discuss the project along with other area proposals. The two groups have already gone on record supporting the Expressway but are being nice to a small group of "experts."

We are going to proceed with the project as scheduled and have no reasons to alter or delay.

Very truly yours,

Al Driver
Al Driver, Director
Department of Public Works

DEPARTMENT OF PUBLIC WORKS / AL DRIVER, DIRECTOR
COURTHOUSE - PUBLIC SERVICE BUILDING / 125 EAST 8TH AVENUE / EUGENE, OREGON 97401 / PHONE (503) 687-4222

8974

Moehring

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3 672-6658 PRO 6
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE [illegible]

November 4, 1977

Mr. Al Driver
Director of Public Works
Lane County
125 E. 8th Avenue
Eugene, OR 97401

FAU 1095

Dear Mr. Driver:

This is to advise that the two FAUS agreements between the state and Lane County (Northwest Expressway and 5th Street) calls for Lane County to perform all field preliminary engineering and the state to perform all field construction engineering.

We will do (state) the usual environmental review, final plan preparation, advertising and contract awarding as usual. You have provided an advance deposit for our involvement in the preliminary engineering phase.

You asked this question during our November 2, 1977 meeting in your office.

If you wish to revise this arrangement please advise at your earliest convenience.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao

cc: D.H. Moehring
Bill Anhorn
Doug Greene

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
NOV 7 1977
File: PM FA
LG OP
TAA Zehner

A

Send S Potter copy
Done 11-10-77

8974 Moehring

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
672-6658 PRO 6
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE

September 23, 1977

Mr. Al Driver
Director of Public Works
Lane County
125 E. 8th Ave.
Eugene, OR 97401

Dear Mr. Driver:

On August 30, 1977 Mr. Price, Lane County Engineer, and the undersigned discussed the design responsibility regarding the Irving Road traffic signal associated with your Northwest Expressway FAUS project no. M-1095 (1).

At that time it was decided that the State would provide the preliminary engineering for this traffic signal.

This week Mr. Price again contacted this office and requested that Lane County be allowed to design the traffic signal and that the State review the design.

This is acceptable to the State and by a copy of this letter, the instructions in my memo of August 30, 1977, are rescinded.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL-AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao

cc: D.H. Moehring
L.E. George
Bill Anhorn
Doug Greene
Kipp Osborn
George Price

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
SEP 28 1977
TAA Holmes File: PM FA
LG CP

8974

July 22, 1977

Lane County Board of Commissioners
Courthouse/Public Service Building
Eugene, OR 97401

MISC. CONTRACTS and
AGREEMENTS No. 6143

Attention: Mr. Don Penfold
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning improving the Prairie Road-Irving Road and Park Avenue-Holeman Avenue (Eugene) Section of the Northwest Expressway, FAU 1095, in Lane County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Enos
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

8974

Moehring

ROBERT W STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~XXXXXXX~~ 672-6658

PRO 6

July 7, 1977

Mr. Al Driver, Director
Dept. of Public Works
Lane County
125 East Eighth
Eugene, OR 97401

Dear Mr. Driver:

This will acknowledge receipt of check number 43620 dated June 24, 1977, in the amount of $3,700 for the advance deposit for anticipated state force work associated with the two following FAUS projects.

Project No. M-1095( ) the extension of the
[redacted]

Project No. M-1205( ) for the reconstruction
of 5th Street — $1,500

By a copy of this letter, the check is being forwarded to Mr. Skoog, Controller, for routine handling.

PROJECT MANAGEMENT

JUL 8 '77

REFER TO

Wimer

FOR

Info	Investigate	R/D	Action	File	Letter

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc D.H. Moehring
V.E. Skoog
Bill Anhorn
John Scofield

NOTED

8974

2

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: June 21, 1977

FROM: Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
River Road to Prairie Road
Northwest Expressway
Lane County

NOTED
E. S. HUNTER

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of MAJOR NON-SIGNIFICANT action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 3 : Alfred Shirley
District 5 : William Anhorn
Region 3 Geologist: Elliott Parker
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 22 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Approved 6/22/77

Asst. State Hwy. Engr

6-22-77 Original returned
[illegible] to Wimer

81-125-1307

8774 Form FHWA 121 (Rev. 5-73)

2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: June 15, 1977

In reply refer to: HB.3-OR

SUBJECT: Oregon Project M-1095(-)
PROJECT ASSESSMENT
River Rd. to Prairie Rd.
N.W. Expressway, Lane County

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Hopkins' May 25, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. [illegible]
for G. L. Green

cc:
OSHD (Potter)
" (Reg. 3, Englemann)
ODOT (Laux)

orig. to

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8974

P. Mgmt

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 ~~[illegible]~~

PRO 6

June 3, 1977

Mr. George Capelle
Transportation Planner
Lane County
Dept. of Public Works
125 East 8th Avenue
Eugene, OR 97401

Dear Mr. Capelle:

This will acknowledge your letter of June 1, 1977, officially amending your FAUS project application for the extension of the Northwest Expressway.

By a copy of this letter, the Program Management Section is being advised of the project limit changes.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc Program Management
Bill Anhorn
John Scofield

6-9-77
cc: SWAN
South Section should be "Park Avenue - Holeman Avenue Section".

GARY

Info
Investigate
R/D
Action
File
Letter
See me
FOR
JUN 6 77

NOTED
MAINOR C. HOLMES

lane county

June 1, 1977

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

RE: Northwest Expressway (FAU 1095)

Dear Mr. Clark:

Since our submittal of an FAU funding application and environmental assessment for the extension of Northwest Expressway (FAU 1095) from River Road to Prairie Road, a couple of planned alignment changes have been made. It is the purpose of this letter to amend our application accordingly, and inform you of these changes.

Northwest Expressway at the south end has a proposed alignment on the Federal Aid Urban System (approved July 1, 1976) which ties in directly to the south end of River Road, generally at its intersection with Railroad Boulevard (FAU 1355).

It is Lane County's intention to recognize this future alignment of the Expressway but not to complete this end of it until there has been a clearer definition of plans for major roadways in the immediate area. In the meantime, the proposed southern limit of the Expressway for the current FAU application is to be approximately 4,500 feet south of its present terminus at Park Avenue.

As the connector between the south end of the Northwest Expressway and River Road (referred to as the Holeman Connector in the current application) is not on the Federal-Aid system, it will be a separate project constructed entirely with County funds, and should thus be removed from the application.

The north end of the Expressway will remain as shown on the application, terminating at Prairie Road at the Urban Area Boundary.

Thank you for making these adjustments and referring them on to the appropriate individuals.

Very truly yours,

George Capelle

George Capelle
Transporation Planner

GC:wm

cc: George Price

PUBLIC WORKS
DEPARTMENT OF ~~TRANSPORTATION~~ / AL DRIVER, DIRECTOR
COURTHOUSE - PUBLIC SERVICE BUILDING / 125 EAST 8TH AVENUE / EUGENE, OREGON 97401 / PHONE (503) 687-4222

8974

4-12-64

Oregon State Highway Department

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

Lane County, Dept. of Public Works
125 East 8th Avenue
Eugene, OR 97401

Order No. 3-124

Date 6/3/77

By: Al Driver, Director

(Official Capacity)

Prefix and account number to which work is to be charged 20-8206

Description and Location of Work To Be Performed or Materials To Be Furnished:

Monitor field survey, review preliminary plans and specifications, and let and award contract to extend the Northwest Expressway (FAU 1095) from its present terminus at Park Ave. to River Rd. (State Hwy. 223).

Estimate of Quantities and Cost

Field	$750
Final Design	750
Soils & Geology	200
Environmental	200
Specifications	300
	$2,200

Basis of Payment:
☐ Monthly payments
☒ Single payment on completion of work
☐ Other basis as follows:

Amount of advance deposit (if any) $ 2,200

Deposit received by Secretary on

Authority from Requisitionist:
☐ Agreement dated 6143
☐ Letter to date
☐ Oral request to date

Department Authority:
☐ Order of Highway Commission
☐ Order of State Highway Engineer
☒ Head of department issuing order

Field information submitted by in letter dated

Expected date of completion of work or delivery of materials

Superintendent or engineer responsible for performance of work and submission of information for billing John Scofield, Resident Engineer

Record of billing requests:

Number			
Date			
Amount			

Order prepared by Region 3 Office, Highway Div. ~~Department~~

Signed John E. Christopherson
John E. Christopherson,
Region Office Engineer

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

SP*F130

C.C. Walt Hart
J. H. Versteeg
Gary Potter

Dick Lentz
P.L. Christensen
Cliff Laux
C.J. Gregg

8774.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
[redacted]
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 10, 1977

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Federal Aid Project Request
Lane County

As requested, we have reviewed Federal Aid project requests for 5th Street N and the [redacted] in Lane County.

Based on the information available in the project requests, we have no comments pertaining to traffic control.

L E George

L. E. George
Traffic Engineer

PROJECT MANAGEMENT
MAY 12 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

KP

8974

2

DATE: May 9, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests and Project Cancellation

On the Consent Calendar for the May 17 meeting will be a request to cancel a previously approved Urban System Project and eight requests for approval of Urban System projects.

The request for cancellation is for a previously approved project on S.W. 49th Avenue (Multnomah County) and Kerr Road (Clackamas County).

Medford is requesting a $125,000 traffic signal project on Crater Lake Avenue at the Spring Street and McAndrews Road intersections.

A $2,298,000 project to widen and improve a 1.38-mile section of N.W. Front Avenue is being requested by the City of Portland.

The City of Salem is requesting a $32,000 project to signalize the intersection of S.E. 12th Street and S.E. Madrona Avenue.

The request from Woodburn is for a $436,000 project to reconstruct 0.74 mile of East Cleveland Street between Front Street and Pacific Highway West.

Two project requests were submitted by Lane County. One is a $285,000 project on 5th Street in Springfield. The other is a $550,000 project to widen and improve a 2.42-mile section of Northwest Expressway.

Washington County's two project requests are for a $1,522,000 project on S.W. Barnes Road and a $420,000 project on N.W. 185th Avenue.

Federal Aid Urban System Funds for these projects is estimated at $4,327,420 with the State providing approximately $351,790 in match funds and $988,790 being contributed by the local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authority to sign the project agreements for and on your behalf.

Att.

GEZ:ach ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. H. Bothman
L. W. Rulien
L. E. George
F. E. Terpin
V. E. Skoog
E. L. Hardt
John Sheldrake
Alfred Shirley, Jr.
D. N. Harwell
George Bell
Max Klatz

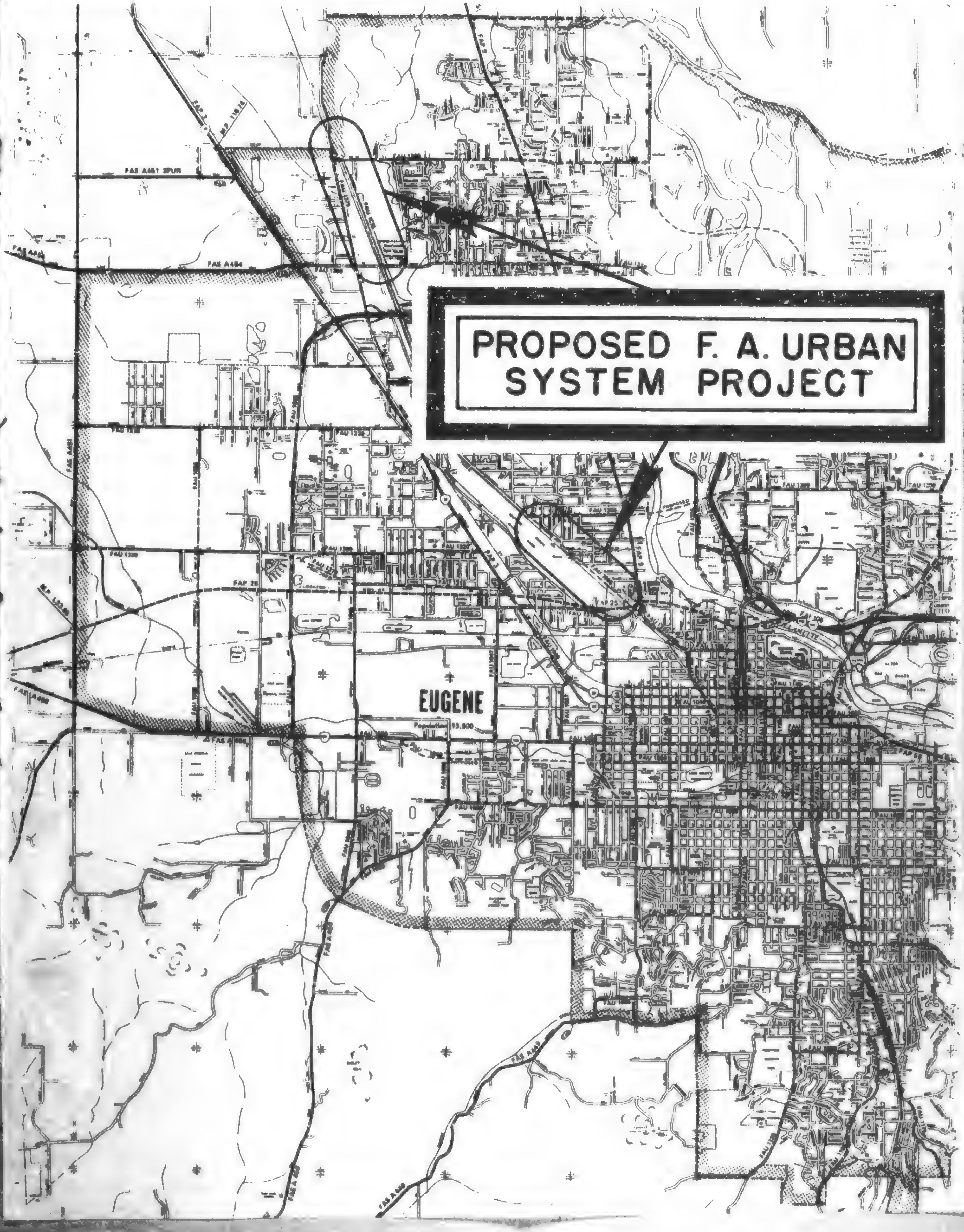
LANE COUNTY
Proposed Urban System Project

Prairie Road-Irving Road and Park Avenue-River Road (Eugene) Section
Northwest Expressway, FAU 1095
Grade, Pave and Signals
2.42 miles
$550,000

This project entails all the work and costs to widen and improve two sections of the Northwest Expressway to provide two travel lanes with eight-foot paved shoulders.

The County will perform the preliminary engineering at their own expense. State will perform the construction engineering as a participating portion of the project.

77-d
5/5/77


FAS A461 SPUR
FAS A464
FAP 25
EUGENE
Population 93,800

PROPOSED F. A. URBAN SYSTEM PROJECT

9974

FEDERAL AID PROJECT REQUEST

Date March 29, 1977

Applicant Agency Lane County, Oregon

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. 1095 Route Name Northwest Expressway

Project Name Northwest Expressway North & South Extensions

Project Length 2.42 miles Project Location (Attach sketch map)

Project Description The extension on County-owned right-of-way of an existing 2-lane arterial road; to the south for 1.08 miles to provide a connection to an existing major arterial (River Road), and to the north for 1.34 miles to provide a connection to an existing minor arterial (Irvington Drive) and a rural major collector (Prairie Rd.). Existing protion of Northwest Expressway approximately 1.82 miles long.

Average Daily Traffic (after opening) 2,500 Design Speed 55 m.p.h.

Complete Applicable Sections:

I. ROADWAY DATA

24' min
8' shoulder

1. Existing Roadway: (Attach sketch) (NONE)

Width [illegible] Travel Lanes [illegible] Shoulders ____

Medians [illegible] Parking none

Sidewalks ____

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width 30 ft. Travel Lanes 2@ 12 ft. Shoulders ~~3~~ 8 ft.

Medians none Parking none

Curbed no Length Curb Radii ____

Sidewalk/Bikeway none (except paved shoulders)

Remarks River Rd. at the intersection to be widened to provide left-turn refuges. Holeman connector cross section as shown on attached sketch.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 120 ft. Minimum 60 Maximum 120 ft.

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes x No ____

3. Will additional right-of-way be needed? Yes ____ No x
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks Right-of-way has been acquired gradually over the last fifteen years as property owners wished to sell.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

none

2. **Proposed Signalization:**

Location (a) at River Road; (b) at Irving Road *

Type (a) fully actuated (b) fully actuated
Phases (a) 3-phase, (b) 5-phase
Type of Suspension (a)mast arm (b) mast arm
Interconnected (b) with R.R. crossing on Irving Road
Remarks existing signal at River Road and Fir Lane is proposed to be removed.
*Signalization at Irving Road subject to warrants being met.

3. **Permanent Signing:**

Include in project or by applicant? by applicant

4. **Permanent Striping:**

Include in project or by applicant? by applicant

IV. **ILLUMINATION DATA**

1. **Existing Illumination and Location:**

none

2. **Proposed Illumination:**

Location none
Type
Remarks

V. **STRUCTURE DATA**

1. **Existing Structure:** none

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. **Proposed Structure:**

Location none

Approximate Size: Length Width

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes x No

   Name of Railroad Southern Pacific Transportation Co.
   Existing Crossing Protection flashing lights and automatic gates

2. Will existing railroad crossing be altered? Yes--Railroad crossing will be vacated.

   Remarks No crossing located on new facility; there will be a realignment of existing road permitting the crossing area to be vacated.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Lane Co. Transportation Planning Engineer (687-4491) Office
2. Environmental — Lane Co. Transportation Planning Engineer (687-4491) Office
3. Public Hearing — Lane Co. Transportation Planning Engineer (687-4491) Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant x State Consultant

2. Project construction engineering to be performed by:

Applicant______ State X Consultant______

3. Will applicant perform any work prior to or after award of contract?

Yes______ No X

If "yes," describe briefly:______

4. Applicant's estimate of cost for requested project:

Roadway Work	$ ~~245,000~~ 550,000
Right-of-way costs (if participating)	---
Traffic control	---
Illumination	---
Structures	---
Railroad	---
Other______	---
Preliminary engineering	---
PROJECT TOTAL	$550,000 $ ~~245,000~~

($191,000 from L-Co. Auth.)

Remarks Costs of the project other than roadway work to be met by Lane County.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ______ and/or LANE COUNTY

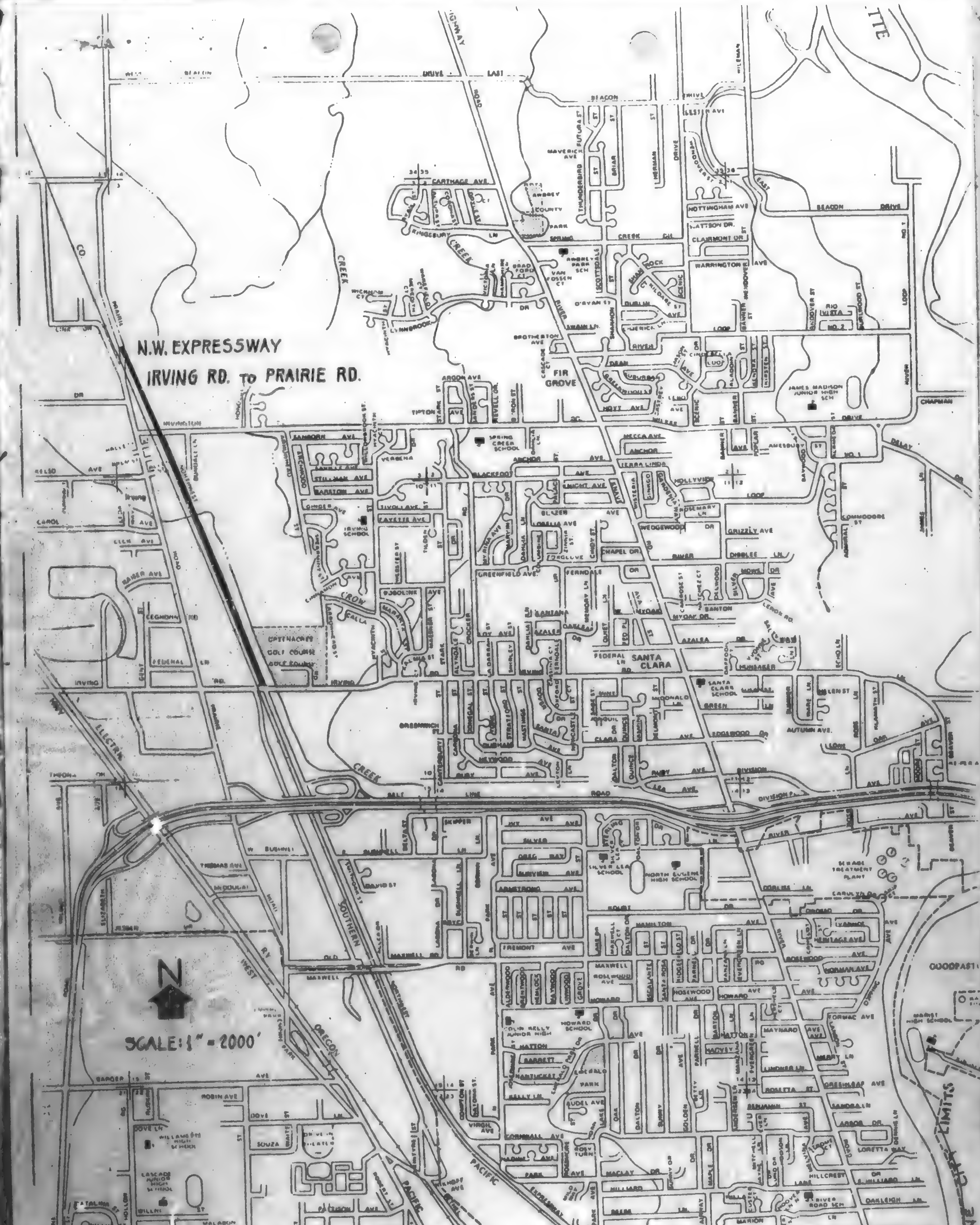
By______ By Al Driver

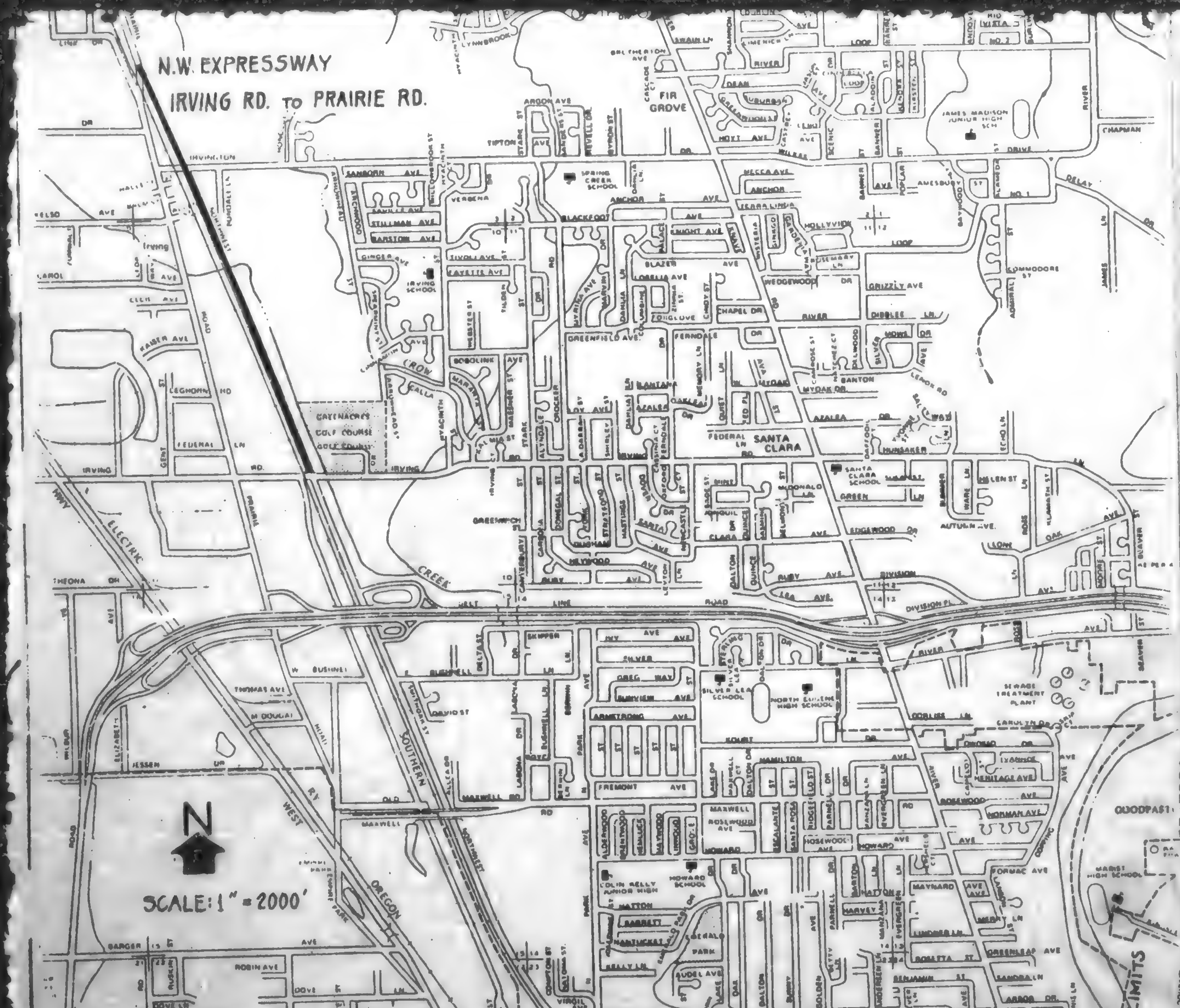
By______

Al Driver, Director

Lane County Dept. of Transportation

(1976)


N.W. EXPRESSWAY
IRVING RD. to PRAIRIE RD.
N
SCALE: 1" = 2000'
BEACON DRIVE EAST
SPRING CREEK DR
FIR GROVE
CHAPMAN
SANTA CLARA
SANTA CLARA SCHOOL
SPRING CREEK SCHOOL
IRVING SCHOOL
IRVING RD.
CREEK
BELT LINE ROAD
DIVISION
RIVER RD
NORTH EUGENE HIGH SCHOOL
SILVER LEA SCHOOL
SEWAGE TREATMENT PLANT
MAXWELL RD
JAMES MADISON JUNIOR HIGH SCH
RIVER ROAD SCH
HOWARD SCHOOL
COLIN KELLY JUNIOR HIGH
WILLAMETTE HIGH SCHOOL
CASCADE HIGH SCHOOL
MALABON SCHOOL
MARIST HIGH SCHOOL
SOUTHERN
PACIFIC
OREGON
ELECTRIC
HIGHWAY
EXPRESSWAY
EUGENE CITY LIMITS
GOODPASTURE
HAWTHORNE
99


N.W. EXPRESSWAY
IRVING RD. to PRAIRIE RD.
N
SCALE: 1" = 2000'
N.W. EXPRESSWAY
RIVER RD. to PARK AVE.
HOLEMAN CONN.
EUGENE CITY LIMITS
IRVING RD.
BELT LINE ROAD
RIVER RD.
SOUTHERN PACIFIC
OREGON ELECTRIC RY
DIVISION AVE
SANTA CLARA
FIR GROVE
SPRING CREEK SCHOOL
IRVING SCHOOL
SANTA CLARA SCHOOL
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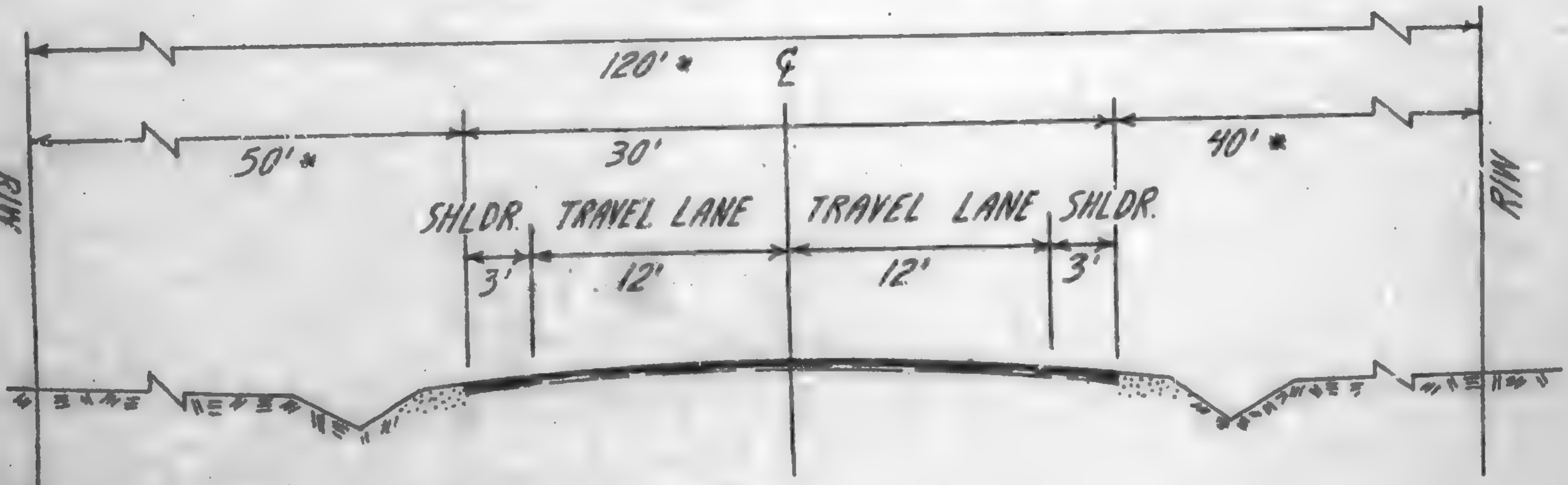
NORTH EUGENE HIGH SCHOOL
SILVER LEA SCHOOL
HOWARD SCHOOL
COLIN KELLY JUNIOR HIGH
WILLAMETTE HIGH SCHOOL
CASCADE JUNIOR HIGH SCHOOL
MALABON SCHOOL
FAIRFIELD SCHOOL
RIVER ROAD SCH
MARIST HIGH SCHOOL
SEWAGE TREATMENT PLANT
GREEN ACRES GOLF COURSE
ARMSTRONG
MAXWELL RD
HIGHWAY 99
DIVISION YARDS
GOODPASTURE
BARGER AVE
ROYAL AVE
HOLLYVIEW
CHAPMAN
DELAY

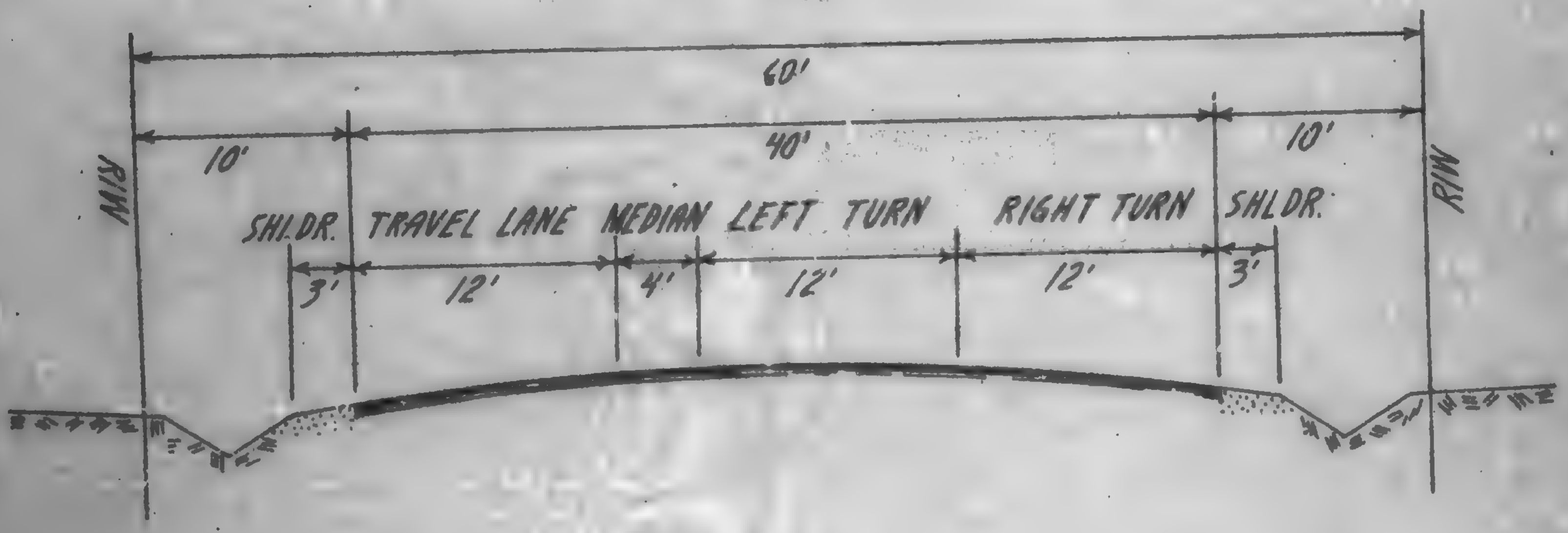
NORTHWEST EXPRESSWAY and HOLEMAN CONNECTOR


120' *
℄
50' *
30'
40' *
R/W
R/W
SHLDR.
TRAVEL LANE
TRAVEL LANE
SHLDR.
3'
12'
12'
3'

PROPOSED

TYPICAL SECTION

HOLEMAN CONNECTOR at River Road


60'
10'
40'
10'
R/W
R/W
SHLDR.
TRAVEL LANE
MEDIAN
LEFT TURN
RIGHT TURN
SHLDR.
3'
12'
4'
12'
12'
3'

PROPOSED

TYPICAL SECTION

* 60' R/W on Holeman Connector (15' beyond prop'd. edge of each shldr.).

8974

Lane

FORM 81-734-8030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon

April [illegible] 1978

27

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Northwest Expressway
Prairie Road to River Road

TO: Duane Christensen
Final Design Engineer
SALEM

Transmitted are mylars and prints of subject project as corrected by Lane County.

Attached is a letter of explanation from George Price, County Engineer.

Encl.
cc: D.H. Moehring
Dave Jones
Doug Greene

1 Versteeg ✓
2 Christensen Don
George
Olsen ADP.
Turpin
Sullivan
Sears
Savage

RECEIVED
APR 26 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

Mylars returned to Doug Greene - County asked to get them back.

ADP. 4/27/78

Copy: Bud Shirley
Glen Clark ADP.

lane county

April 3, 1978

Glen Clark, Regional Engineer
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Attention: D. W. Greene, Resident Engineer

Re: Northwest Expressway from Prairie Road to River Road

Gentlemen:

We respectfully re-submit the plans for the subject project.

The drawings have been corrected to accommodate the changes at Irving Road and the railroad crossing. These changes constitute the following:

1. Elimination of the widening of the crossing and other work related thereto.
2. Narrowing of Irving Road east of the Northwest Expresway.
3. Elimination of railroad gate or signal changes.
4. The railroad pre-empt intertie to the intersection traffic control signals has not been eliminated.

All changes made occur on sheets numbered 2A, 2E, 2G, 5, 5A, 9 and 9A.

As we do not have the special provisions in hand, we assume the Highway Department will effect all necessary changes therein.

Sincerely,

Geo Price

George Price
County Engineer

JS/sm

Enclosures

ENGINEERING DIVISION / TRANSPORTATION DEPARTMENT / AL DRIVER, DIR / 1820 ROOSEVELT BLVD / EUGENE, OR 97402 / (503) 688-5231

8974

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date April 27, 1977

Section River Road to Prairie Road

Unit (if appl)

County Lane

City north of Eugene, Oregon

Highway Northwest Expressway(FAU 1095)

State Hwy. No. --

Termini: M.P.(if appl) (see attached area map)

Length 2.42 miles

Region 3

Construction Estimate 245,000
Program Amount

B. Purpose of Project: To complete a phased inplementation underway since the early 1960's. This project would extend the N.W. Expressway south from its present terminus at Park Ave. to a logical end point at River Rd.(State Hwy. 223). The north end would be extended to Prairie Road on an alignment which would permit the elimination of a poorly aligned railroad crossing. It would also provide a connection to Irvington Drive, an urban minor arterial. The project would serve as an alternate to River Road for traffic in the westerly portion of the River Road-Santa Clara area.

C. Origin & History of Project: The need for this facility has been recognized for a number of years. Right-of-way acquisition has been underway since 1963. The project was recommended for implementation in the Eugene-Springfield Area Transportation Study (1967) which was adopted as the area's interim transportation plan by the Lane Council of Governments in 1970. The original purpose of the project was as an alternate to Highway 99, River Road, and Prairie Road, with an interchange connecting it to the Roosevelt Freeway and River Road at its south end. With the failure of the Roosevelt Freeway to materialize, the present design completes the project in the most suitable manner to serve the intended purpose.

D. General Description of Project: The extension of a two-lane minor arterial road north and south from its existing end points. The project will consist of two 12-foot wide travel lanes and 3-foot wide paved shoulders. An existing railroad crossing will be eliminated through realignment. Traffic signals will be installed at River Road and possibly at Irving Road intersections.

Alignment: New X Existing ____ Combined ____

Typical Section: Existing: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes 2; Med. NONE; Shldrs. 3 ft; Parking NONE

Traffic: Existing Facility: Existing ADT ____; Projected ADT ____; Yr. ____

Existing Level of Service ____

Proposed Facility: Projected ADT 2500,4000; Yr. 1977, 1985

Projected Level of Service B

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels _______
Yes, No

Acres _______; Type of Relocation Req. ________________; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

No major cuts or fills will be required on this project which is over relatively level terrain. Crushed rock and asphaltic concrete would be obtained from locally available commercial sources.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

A major man-made drainage channel on land owned by Lane County parallels the project for 3400 feet. The center of the 15-foot wide channel is approximately 75 feet east of the project right-of-way. Two-to-one sloped banks are covered by grass, and grass and weeds also grow on the channel bed. No wildlife has been observed along the entire course of the channel. There is no involvement of the project with this drainage channel.

Local City, County or COG priorities of project:

This project appears on the Transportation Improvement Program adopted by the Lane Council of Governments. It is a project mutually agreed upon by all jurisdictions within the Eugene-Springfield Urbanized Area for use of Federal Aid Urban funds.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe): Location alternatives are possible at the south end of the project. Park Ave. (the existing N. W. Expressway terminus) could be widened for access to River Road; Briarcliff, or another existing street in the area, could be used rather than a new alignment; the N. W. Expressway could be extended on existing right-of-way south to a point where it would intersect River Road at Railroad Boulevard. All of the foregoing alternatives have been considered and rejected for reasons related to effective traffic movement and the impact on existing neighborhoods.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: Topography of the area is generally flat, with a very gradual negative slope to the north and west. The largest share of the project will be a two-lane road occupying only 25% of the 120-foot wide right-of-way. This right-of-way is occupied by grassy fields at the present time. There are no trees, natural streams, or other inducements to the formation of significant wild life habitats within or adjacent to the right-of-way. The man-made drainage channel described previously could potentially support aquatic or riparian life; but as presently maintained, it provides little cover and appears quite barren. The proximity of the Southern Pacific Railroad main line and operations yards on the west side also discourages most wild life. At the north end of the project there are some open fields and orchards to the east; at the south end open fields are interspersed with residential areas. In brief, the natural environment of this area is limited in variety and significance.

2. Cultural: Immediately adjacent to the entire length of the project on the west side are operations of the Southern Pacific Railroad. The presence of trains and the railroad yards appear as the most dominating cultural influence in the area. For the entire north portion of the project on either side, there are virtually no residences within sight. The drainage channel and an electric transmission line mounted on massive concrete poles parallel the right-of-way and are the major cultural developments on the east side, north section.

Residential areas are located to the east of the project south of Park Avenue. They include primarily single family homes although there is one apartment complex of 17 buildings. Subsequent to the establishment of the right-of-way, new development has placed two apartment buildings and three homes within 100 feet of the project.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None additional to be acquired.

2. Estimated Impact on Traffic Patterns: Traffic from the north Santa Clara area will be able to circumvent the most congested portion s of River Road as will North Prairie Road traffic. Reduction of traffic on River Road is estimated at 5% to 10%. Increased traffic on Irvington Drive, an urban minor arterial, will result. Park Avenue, a residential street, will no longer serve as a major access to the Expressway. Due to increased functional utility, traffic on existing portions of N. W. Expressway is expected to show a marked increase.

Consequences--Air Quality, Noise, Safety, etc.:
Traffic flow on River Road will be improved somewhat, thereby resulting in improved safety and air quality. Greater safety will result through the elimination of a railroad crossing. Somewhat higher noise will be experienced on Irvington Drive. Park Avenue will experience an increase in safety and a reduction in noise. Somewhat greater traffic noise will be experienced in the areaof the Holeman Connector.

3. Estimated Impact on Land Use: The project will tend to reduce the extreme "frictions of movement" associated with living or working in the River Road area. Because of the existing tolerance to the long established environmental effects of the railroad, the much lesser effects of the new roadway are not expected to have any adverse land use impacts in the immediate area.

Consequences:
Traffic on River Road is one of the largest disincentives to locating in the River Road area for residential or business purposes. The proposed project will somewhat overcome this disincentive and, in a subtle way over a broad area, tend to increase property values and decrease the ownership turnover of improved property.

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

None

5. Expected Impact on Cultural and Scenic Resources:
A roadway will exist in what is now open field. In the area of the Holeman Connector, this roadway will come relatively close to residential properties.

A cultural resource survey will be required.

Consequences:
Some diminution of scenic, open space values

6. Preliminary Identification of Areas of Critical Concern:
A new roadway within 100 feet of a few residential properties, although all such residents interviewed expressed no dissatisfaction and looked forward to the project as making it easier to get to work.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans Project does not meet the traffic loading projections to be governed by indirect source rules. The low volumes of traffic should not generate any air quality problems to those areas where it is added nor is it expected to significantly alleviate air quality problems on River Road.

b. Noise Standards
Potential for approaching FHWA noise standards in certain limited areas.
[redacted]

c. Water Quality Standards

Not applicable

d. Area Land Use and Transportation Plans, and Zoning

Conforms to all of these

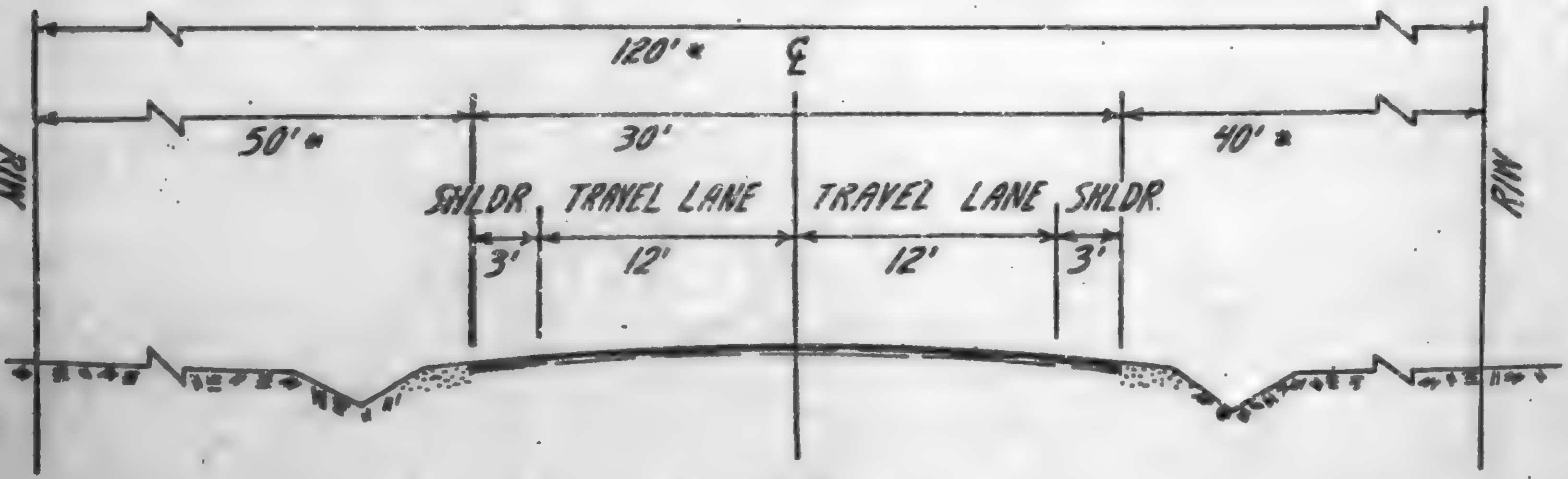
C. Recommended Type of Action and Documentation:

------------MAJOR ACTION------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	_X_ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: As a partially new expressway which will provide improved access between and through areas and is likely to precipitate some change in traffic patterns, this project would be classified as a major action according to FHPM Vol. 7, Ch. 7, Section 2.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

NORTHWEST EXPRESSWAY and HOLEMAN CONNECTOR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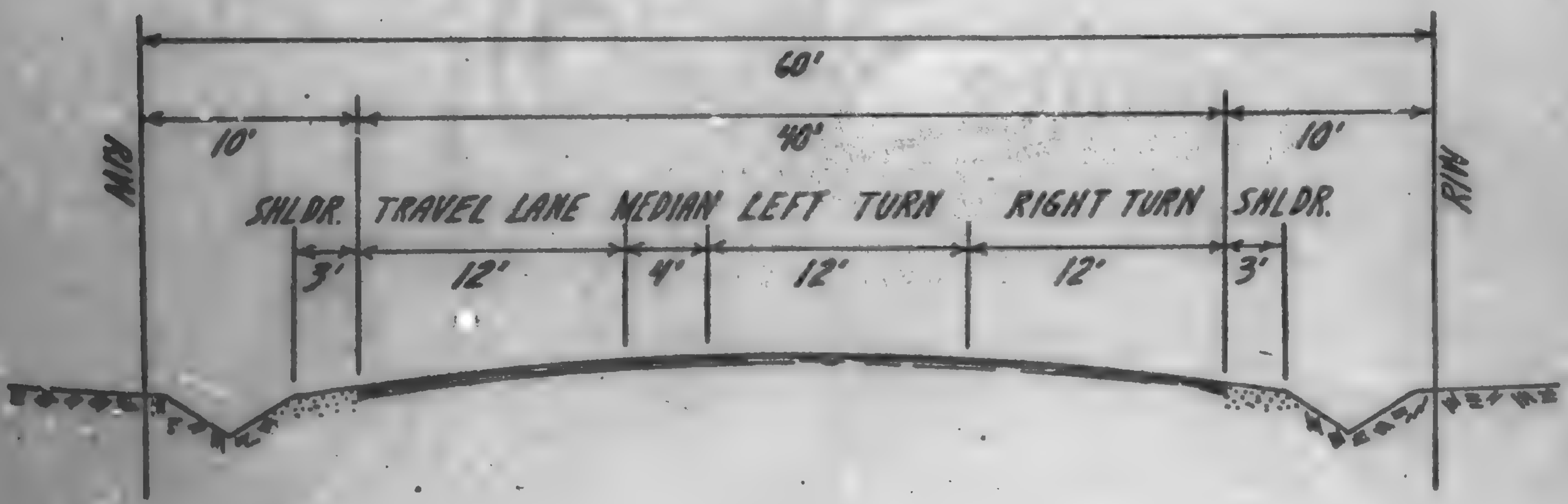
R/W
SHLDR.
TRAVEL LANE
TRAVEL LANE
SHLDR.
3'
12'
12'
3'
R/W

PROPOSED

TYPICAL SECTION

HOLEMAN CONNECTOR
at River Road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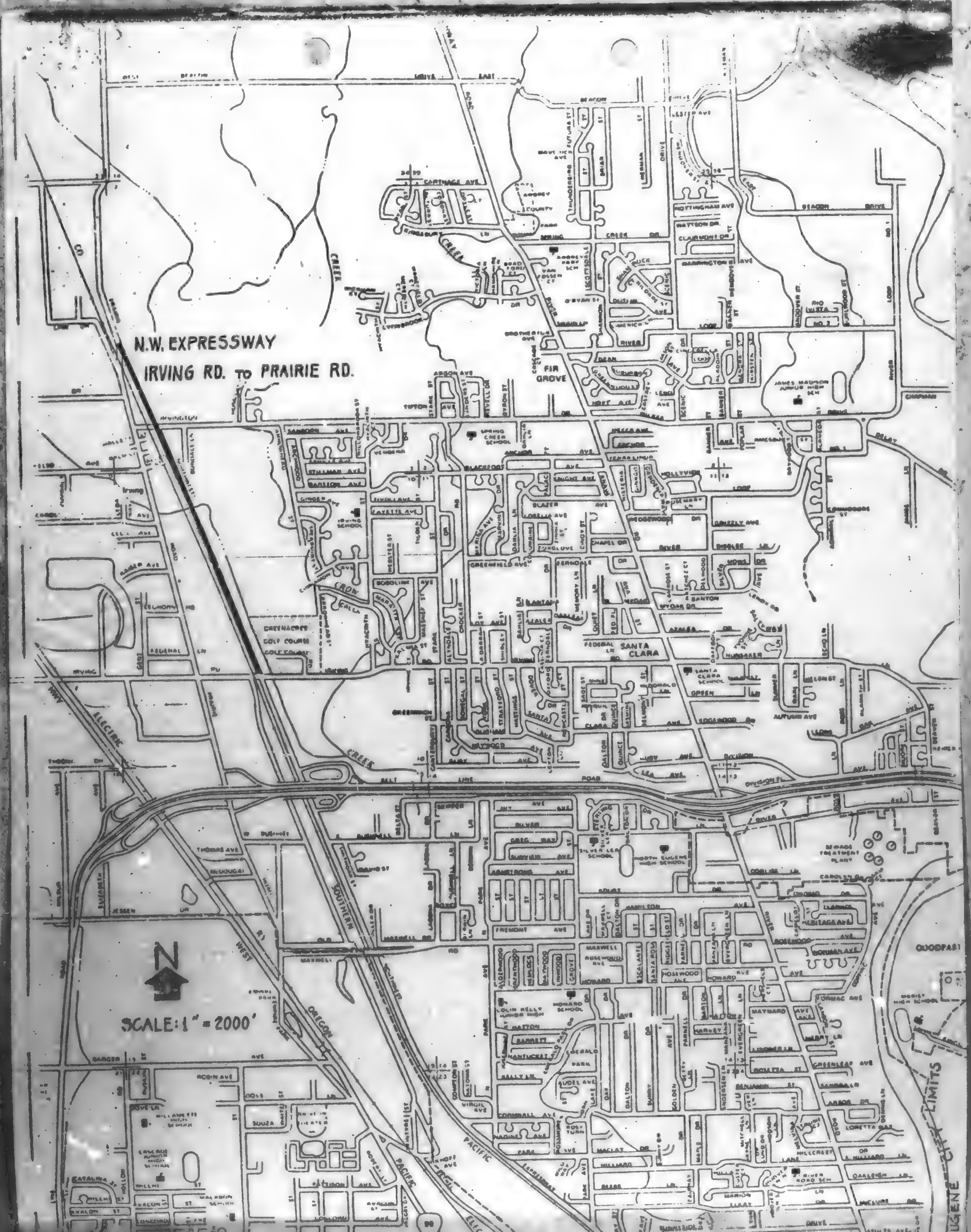
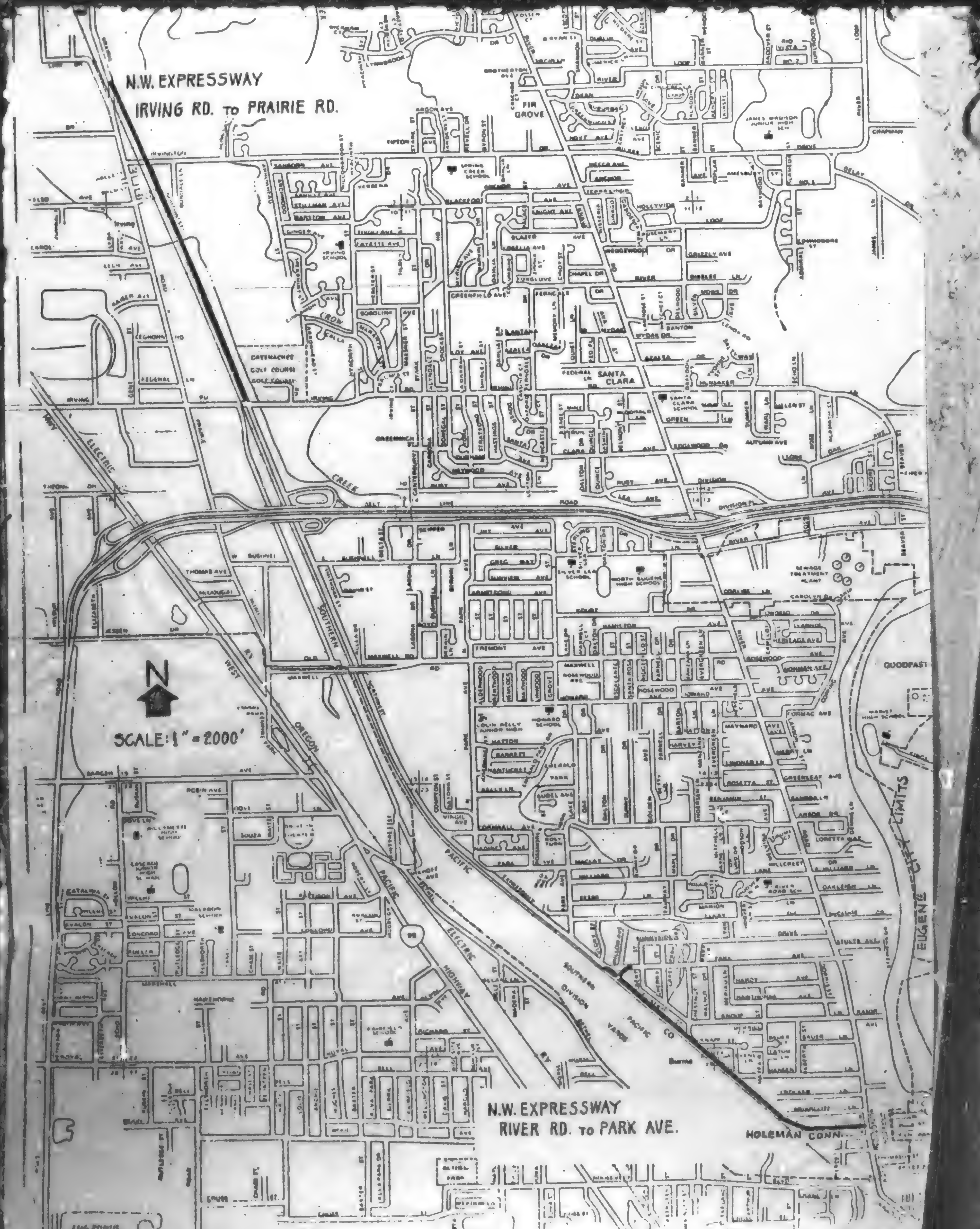
TRAVEL LANE
MEDIAN
LEFT TURN
RIGHT TURN
SHLDR.
R/W
3'
12'
4'
12'
12'
3'

PROPOSED

TYPICAL SECTION

* 60' R/W on Holeman Connector (15' beyond prop'd. edge of each shldr.).


N.W. EXPRESSWAY
IRVING RD. TO PRAIRIE RD.
N
SCALE: 1" = 2000'
FIR GROVE
SANTA CLARA
GREENACRES GOLF COURSE
IRVING SCHOOL
SPRING CREEK SCHOOL
SANTA CLARA SCHOOL
NORTH EUGENE HIGH SCHOOL
SILVER LANE SCHOOL
HOWARD SCHOOL
COLIN KELLY JUNIOR HIGH
JAMES MADISON JUNIOR HIGH SCH
SEWAGE TREATMENT PLANT
BELT LINE ROAD
DIVISION
SPRING CREEK
SOUTHERN PACIFIC
OREGON ELECTRIC
WEST
PACIFIC HIGHWAY
99
EXPRESSWAY
BEACON DRIVE
CHAMBERS
CARTHAGE AVE
RIVER LOOP NO. 1
RIVER LOOP NO. 2
DELAY
GOODPASTURE
EUGENE CITY LIMITS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OREGON ELECTRIC RY
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SCALE: 1" = 2000'
NORTH EUGENE HIGH SCHOOL
SILVER LEA SCHOOL
SANTA CLARA SCHOOL
SPRING CREEK SCHOOL
IRVING SCHOOL
JAMES MADISON JUNIOR HIGH SCH
COLIN KELLY JUNIOR HIGH
HOWARD SCHOOL
RIVER ROAD SCH
SEWAGE TREATMENT PLANT
GOODPASTURE
SOUTHERN PACIFIC CO DIVISION YARD
N.W. EXPRESSWAY
RIVER RD. TO PARK AVE.
HOLEMAN CONN.
EUGENE CITY LIMITS

Rulien

Form 81-734-3030 8974

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
April 27, 1977

FILE: PRO 6

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Lane County FAUS Project
Northwest Expressway Extension

TO: MEMO TO FILE

At a meeting with Lane County officials on 4/21/77, the following points were discussed concerning the subject project.

1) Lane County agrees to 8' shoulders throughout the project including the semi-permanent connection to River Road.

2) That a Draft Negative Declaration must be submitted.

3) That the County has no objections to a search of the records to determine if R/W acquisition meets current federal requirements (Virgil Wilson to proceed).

4) Project will include a traffic signal at Irving Road with railroad preemption. State to design.

5) Project will include a traffic signal at River Road with a left-turn refuge on River Road. (Program Management asked to determine if this portion of the construction can be funded as part of FAUS project due to functional classification of River Road as a minor arterial).

6) That the Fir Lane traffic signal be removed from River Road in connection with the installation of the new Holeman Connector associated with this project.

GC/slc

cc: L.W. Rulien
L.E. George
Virgil Wilson
Bill Anhorn
John Scofield
Al Driver - Lane County

5-3-77
Project Request to Bud George for review. 2

NOTED
MAINOR C. HOLMES

PROJECT MANAGEMENT
APR 29 '77
REFER TO
FOR

Info	Investigate	R/D	Action	File	Letter	See me

B

8774

Bulen

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
672-6658
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE [illegible]

PRO 6

April 4, 1977

Mr. George Capelle
Transportation Planner
Lane County
125 East Eighth
Eugene, OR 97401

Dear Mr. Capelle:

This will acknowledge your letter of March 29, 1977, transmitting two FAU project applications and assessments.

The one project, the extension of the [redacted] both to the north and south, poses a design standards problem. I am attaching a page from a January 11, 1977, Federal-Aid Highway Program Manual listing the current design standards manuals. Item No. 5 refers to a standard for non-freeways construction.

8' ✓ ok

On page 12 (also attached), the minimum shoulder width is shown to be 8 feet. Your application calls for a 3' shoulder. This would not be acceptable unless curbs and gutters were specified. Please review this aspect and advise if you wish to amend this facet of your application.

The assessment for this project is being handed to Mr. Eb Engelmann, Region Environmentalist, for further processing.

(continued)

PROJECT MANAGEMENT
APR 6 '77
REFER TO
FOR

Info	Investigate	R/D	Action	File	Letter	See me
			X			

MAINOR - GARY

NOTED
MAINOR C. HOLMES

The second project, the reconstruction of 5th St. north of "Q" Street, should have 12' lanes. Your application is being forwarded to the Program Management Section with a request that the typical section be reviewed by the Design Section before the Transportation Commission is asked to approve the project.

The assessment for this project is also being handed to Mr. Engelmann for further processing, as was the assessment for the first project.

If you have any further questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

Encl.

cc L.W. Rulien
Bill Anhorn
John Scofield - These two projects have been assigned to you.
Eb Engelmann

8974

lane county

March 29, 1977

Mr. Glen L. Clark
Regional Federal Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Clark:

Enclosed you will find Project Applications and Project Assessments for two Federal-Aid Urban System projects. One is the reconstruction of North 5th Street between Harlow-Hayden Bridge Road and "Q" Street, in Springfield. On July 16, 1976, the Metropolitan Area Transportation Committee approved the use of $211,000 of FAUS funds for this project.

The second project is the completion of the [redacted] between River Road and Prairie Road, north of Eugene. On July 16, 1976, the Metropolitan Area Transportation Committee approved the use of $191,000 of FAUS funds for this endeavor.

Thank you for your assistance in processing and reviewing these documents.

Very truly yours,

George Capelle

George Capelle
Transportation Planner

GCC:gc
Enc.

DEPARTMENT OF TRANSPORTATION / AL DRIVER, DIRECTOR
COURTHOUSE - PUBLIC SERVICE BUILDING / 125 EAST 8TH AVENUE / EUGENE, OREGON 97401 / PHONE (503) 687-4222

1979 Willamette River- 8975
Goshen Sec., Pacific Hwy.
(Gr., pav., bar. & sig.)

RR 1013
10-7-80
4-30-80

8975

cc: H. S. Coulter

STATE COPY

FINAL ACCEPTANCE REPORT

11-7-83

U DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

REGION NUMBER: 10
REPORT NUMBER: 3
COUNTY: Lane County
DIVISION: Oregon
DATE OF REPORT: 11-7-83
REPORT MADE BY: W. N. Bryant, Area Engineer
PROJECT NO.: IR-I-5-3(118)189
COMPLETION DATE: 7-17-81
ACCEPTANCE DATE BY CONTRACT AGENCY: 2-24-82
TIME ELAPSED: 102 %
CONTRACT TIME: 480 C.C
APPROVED EXTENSIONS: 10 C.D.
LOCATION: On I-5 from Willamette River Bridge in Eugene South 4.66 Miles

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right of way.

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STATE HWY ENGR
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REFER TO
cy 11/22 Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ

WILLAMETTE RIVER-GOSHEN SECTION
PACIFIC HIGHWAY
Grading, Paving and Barriers

Work completed under this project consisted of shoulder widening, asphalt concrete overlay, installation of pipe, guardrail, and concrete barrier, waterproofing of structures, and signing and sign illumination. A contract in the amount of $3,359,788.81 was awarded Wildish Construction Company, Springfield, Oregon on July 5, 1979. Work began on July 25, 1979 and was completed in reasonably close conformance with the approved plans and specifications, including authorized changes, on July 17, 1981 at a final estimated cost of $4,011,866.38 which includes $3,282,438.68 for bid items, $63,788.36 for work completed under approved price agreements, $226,000.91 asphalt price adjustments, $73,154.91 for force account work, $15,167.27 for State force work, $398,600.00 for construction engineering, and $32,116.49 credit for salvage of sign structures, median rail and posts.

A total of 490 calendar days were used to complete the work compared to 480 calendar days ~~were used to complete the work compared to 480 calendar days~~ specified. A 10-day time extension was approved on 1-13-82.

Project records indicate that all materials incorporated into the work were in reasonably close conformance with the specifications except for approximately 438 tons of Class "B" asphalt, 89 tons of Class "E" asphalt, and 4.46 tons of asphalt cement. A price reduction of $5,683.66 was assessed in accordance with approved established procedures.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 11-15-83	TITLE Field Operations Engineer	DATE 11/16/83

FORM FHWA 1446B (Rev 12-79) PREVIOUS EDITIONS MAY BE USED.

8975

files

J

CARNEY, CORNELIUS & BUCKLEY
ATTORNEYS AT LAW
410 RIVIERA PLAZA
1618 S.W. FIRST AVENUE
PORTLAND, OREGON 97201
TELEPHONE (503) 221-0611

RICHARD R. CARNEY
DARRELL L. CORNELIUS
JEROME B. BUCKLEY, JR.
JAMES W. KASAMEYER
PAUL C. HAYS
DAVID D. LIPTON
LINDA J. LARKIN
STEPHEN H. BUCKLEY
RALPH E. WISER III

December 22, 1982

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

United Pacific Insurance Company
33405 8th Avenue South
Federal Way, Washington 98003

Attn: H. H. Stubbins

Re: Oregon State Highway Division
Contract No. 8975
General Contractor - Wildish Construction Co.
Subcontractor - Husky Fence Company, Inc.
Your Subcontractor Bond No. U-85408

Dear Mr. Stubbins:

Our law firm represents the AGC-Operating Engineers Local 701 Trust Funds in the collection of delinquent employee benefit contributions.

Your principal, Husky Fence Company, Inc., failed to make all required contributions to the Trust Funds on the above-captioned highway project. There is presently due and owing from Husky Fence to the Trust Funds the sum of $967.64 in delinquent contributions, $217.04 in liquidated damages and interest in the sum of $202.20 calculated through December 21, 1982.

Attached for your convenience is a copy of a letter from Wildish Construction Co. confirming that the above monies are due and owing as well as a summary of the certified payroll records on this highway project confirming the above monies are due and owing.

Unless payment of the aforementioned sum is received within ten (10) days from the date of this letter, we shall recommend to our client that a lawsuit be instituted on Husky Fence Company's Bond. If you need any additional information concerning our claim, please feel free to contact me.

Very truly yours,

CARNEY, CORNELIUS & BUCKLEY

/s/ STEPHEN H. BUCKLEY

Stephen H. Buckley

SHB:rb
Enclosures

cc: Barbara Winchester, Delinquency Coordinator
Charles Schrader, Esquire w/enclosures
Robert Gormsen, Commissioner Services

Fran
Please note -
Do not claim file letter yet
RWG

no response nec.

RECEIVED
DEC 23 1982
COMMI[illegible] [illegible]ICES
DEPARTMENT OF TRANSPORTATION

8975

March 17, 1982

Industrial Indemnity Company
421 S. W. 6th Avenue
Portland, OR 97204

CON 5
#8975

Gentlemen or Ladies:

On February 26, 1982, we wrote to you concerning release of final payment on Contract No. 8975 awarded to Wildish Construction Co. for work on the Willamette River-Goshen Section of the Pacific Highway in Lane County.

The total contract amount is $3,645,382.87 including $73,154.91 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Wildish Construction Co.
P. O. Box 7428
Eugene, OR 97401

bc: C. Y. Keasey
Walt Hart
A. Shirley

8975

L.

3-4-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Donald M. Drake Co. No. 9046	Columbia Slough Structures Multnomah County	Feb. 17, 1982
Morse Bros.Prestress,Inc. No. 9106	Multnomah Co. Maintenance & Operations Fac., Phase 2 Multnomah County	Feb. 19, 1982
J. C. Compton Co. No. 9213	Cannon Beach Jct.-Necanicum Jct. Clatsop County	Feb. 19, 1982
E. Carl Schiewe, Inc. No. 9219	Columbia River-Lake Road Multnomah County	Feb. 22, 1982
J. C. Compton Co. No. 9249	Hayesville Intchge-Battle Cr. Marion County	Feb. 22, 1982
Wildish Const. Co. No. 8975	Willamette River-Goshen Lane County	Feb. 24, 1982
Hamilton Elect., Inc. No. 9142	NW Nye St.-Ore. Coast Hwy. (Newport) & Corvallis/Newport Hwy. & John Moore Rd. Lincoln County	Feb. 24, 1982
Delph Const. Co. No. 9273	Trout Creek Culverts Hood River County	Feb. 25, 1982
R. L. Coats No. 9351	SCL Madras-Madras/Prineville Hwy. Jct. Jefferson County	March 2, 1982
R. L. Coats No. 9315	Swalley Canal-McKenzie/Bend Intchge. Deschutes County	March 2, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Roy L. Houck Const. Co. No. 9233	Cascade Hwy. S. @ Warner/ Milne Rd. (Oregon City) Clackamas County	March 3, 1982
Lundeen Coatings Corp. No. 9335	Willamette River (Jasper) Br. Lane County	March 3, 1982

March 4, 1982 O. B. Jachmund
For C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

8975 5633

files

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
FEB 22 1982
NORMA PAULUS
SECRETARY OF STATE

February 19, 1982

IN REPLY REFER TO
FILE NO.:
CON 5
#8975

FILED
FEB 22 1982
NORMA PAULUS
SECRETARY OF STATE

McCullen & Percy, P.C.
Attorneys at Law
1420 Green Acres Road
Eugene, OR 97401

Attention: Thomas Craig Thetford

Gentlemen or Ladies:

This will acknowledge receipt of your letter of February 11, 1982, with attached Notice of Claim on Bond from Star Rentals, Inc., for equipment rented and services rendered to Huskey Fence Company in the amount of $11,952.42 plus interest.

The claim states this is in reference to the Wildish Construction Company Contract No. 8975 for work on the Willamette River-Goshen Section of the Pacific Highway in Lane County.

The Industrial Indemnity Company furnished the bond on this contract. We will advise the surety of the receipt of this claim. You also stated that you filed this claim directly with the Secretary of State.

ORS 279.528 notes that the claim may be filed with the Secretary of State or the Clerk or Auditor of the public body. Most claims are filed through this office and we file them with the Secretary of State. The advantages to the claimant are: (1) We notify the surety, and (2) We create a filing date of record which can be of value should litigation be required.

I suggest that you contact the surety directly. Please advise this office when your client has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
FEB 23 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Wildish Construction Co.
P. O. Box 7428
Eugene, OR 97401

Industrial Indemnity Co.
421 S.W. 6th Avenue
Portland, OR 97204

NOTED ON CARD
2-24-82 dmc

bc: Secretary of State - P.S. This claim appears to have your File No. 5633 and was filed in your office on August 25, 1981. Please verify on the enclosed copy of this letter. Copy of claim attached.

McCULLEN & PERCY, P.C.
ATTORNEYS AT LAW
1420 GREEN ACRES ROAD
EUGENE, OREGON 97401

OWEN B. McCULLEN
PETER L. PERCY
THOMAS CRAIG THETFORD
HAROLD F. WILLIAMS

TELEPHONE 686-9165
AREA CODE 503

February 11, 1982

Mr. Robert Gormsen
Commission Services
121 Transportation Building
Salem, Oregon 97310

Re: Oregon State Highway Division, Contract # 8975 - Willamette River/ Goshen Section, Pacific Highway, Lane County, Oregon

Dear Mr. Gormsen:

This letter will confirm my telephone conversation with your office on February 8, 1982.

Enclosed herein for your information is a copy of the Notice of Claim on Bond made by my client, Star Rentals, Inc., 4748 Franklin Boulevard, Eugene, Oregon 97403. This claim is made for equipment rented and services rendered to Huskey Fence Company, Inc., a subcontractor of Wildish Construction Company on the above-described Highway Division Contract. Although this notice was received by Wildish Construction Company on August 24, 1981, and by the Secretary of State on August 25, 1981, apparently the information was not forwarded to your office for action.

Please process this Notice of Claim as appropriate. Star Rentals, Inc., is, of course, interested in receiving payment as soon as possible. Any assistance by your office to insure that eventuality would be greatly appreciated.

Thank you for your attention to this matter. Please contact this office for all future actions regarding this matter.

Sincerely yours,

McCULLEN & PERCY, P.C.

Thomas Craig Thetford

TCT:no
Enclosure

RECEIVED
FEB 16 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]33

FILED
AUG 25 1981
NORMA PAULUS
SECRETARY OF STATE

August 21, 1981

NOTICE OF CLAIM ON BOND

RECEIVED
AUG 25 1981
NORMA PAULUS
SECRETARY OF STATE

TO: Secretary of State
State of Oregon
State Capital Building
Salem, Oregon 97330

NOTICE IS HEREBY GIVEN that the undersigned ~~Star Rentals,~~ Inc., 4747 Franklin Blvd., Eugene, Oregon, 97403, has a claim for equipment rented and services rendered to Husky Fence Company, Inc., in the sum of $11,952.42 plus interest at the rate of twelve (12%) percent per annum from July 24, 1981. Said claim is against the bond taken from Wildish Construction Company, Eugene, Oregon, and Industrial Indemnity or United Pacific Insurance Company (one of which is the surety for Wildish Construction Company) for the work of Wildish Construction Company as general contractor on the "Goshen Section" of Interstate 5 near Eugene, Oregon. Attached hereto as Exhibit "A" and incorporated herein is a copy of the judgment of Star Rentals, Inc., against Husky Fence Company, Inc.

STAR RENTALS, INC.

By: Ronald Conrad Manager
Ronald Conrad, Manager

SUBSCRIBED AND SWORN to before me this 21st day of August, 1981.

Debra Ann Thurston
Notary Public for Oregon
My Commission expires: 9/2/82

RECEIVED
FEB 10 1982
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED SEP 14 1981

NOTICE OF CLAIM ON BOND

August 21, 1981

RECEIVED
FEB 16 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TO: Wildish Construction Company
P. O. Box 7428
Eugene, Oregon 97401

NOTICE IS HEREBY GIVEN that the undersigned Star Rentals, Inc., 4747 Franklin Blvd., Eugene, Oregon, 97403, has a claim for equipment rented and services rendered to Husky Fence Company, Inc., in the sum of $11,952.42 plus interest at the rate of twelve (12%) percent per annum from July 24, 1981. Said claim is against the bond taken from Wildish Construction Company, Eugene, Oregon, and Industrial Indemnity or United Pacific Insurance Company (one of which is the surety for Wildish Construction Company) for the work of Wildish Construction Company as general contractor on the "Goshen Section" of Interstate 5 near Eugene, Oregon. Attached hereto as Exhibit "A" and incorporated herein is a copy of the judgment of Star Rentals, Inc., against Husky Fence Company, Inc.

STAR RENTALS, INC.

By: Ronald Conrad Manager
Ronald Conrad, Manager

SUBSCRIBED AND SWORN to before me this 21st day of August, 1981.

Notary Public for Oregon
My Commission expires: 9/2/82

81-4463 TOM

SENDER: Complete items 1, 2, and 3.
Add your address in the "RETURN TO" space on reverse.

1. The following service is requested (check one.)
☒ Show to whom and date delivered ......¢
☐ Show to whom, date and address of delivery ......¢
☐ RESTRICTED DELIVERY
Show to whom and date delivered ......¢
☐ RESTRICTED DELIVERY.
Show to whom, date, and address of delivery $____
(CONSULT POSTMASTER FOR FEES)

2. ARTICLE ADDRESSED TO:
Wildish Construction Company
P. O. Box 7428
Eugene, Oregon 97401

3. ARTICLE DESCRIPTION:

REGISTERED NO.	CERTIFIED NO.	INSURED NO.
	5476449	

(Always obtain signature of addressee or agent)

I have received the article described above.
SIGNATURE ☐ Addressee ☐ Authorized agent

4. DATE OF DELIVERY

5. ADDRESS (Complete only if requested)

6. UNABLE TO DELIVER BECAUSE:

POSTMARK

CLERK'S INITIALS

☆GPO : 1979-300-459

PS Form 3811, Jan. 1979 RETURN RECEIPT, REGISTERED, INSURED AND CERTIFIED MAIL

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR LANE COUNTY

STAR RENTALS, INC.,
a Washington corporation,

Plaintiff,

vs.

HUSKY FENCE CO., INC., an Arizona
corporation, and UNITED PACIFIC
INSURANCE CO., a Washington
corporation,

Defendants.

Case No. 16-81-02584

JUDGMENT

THIS MATTER having come before the Court upon Plaintiff's Motion for Partial Summary Judgment, the Court having taken said Motion on the record and being fully advised in the premises,

NOW, THEREFORE, IT IS HEREBY ORDERED AND ADJUDGED that Plaintiff have and recover judgment from Defendant Husky Fence Co., Inc., as follows:

1. For the sum of $9,568.16 plus interest at twelve (12%) percent per annum from November 19, 1980, to June 4, 1981, in the sum of $622.85 plus interest at twelve (12%) percent per annum from June 4, 1981 until paid;

2. For Plaintiff's costs and disbursements incurred herein in the sum of $90.00; and

3. For reasonable attorneys fees in an amount to be awarded in a subsequent hearing and awarded in a supplemental judgment.

IT IS FURTHER ORDERED AND ADJUDGED that execution issue therefor.

DATED at Eugene, Oregon this 8th day of June, 1981.

/s/ George Woodrich
Circuit Court Judge

RECEIVED
FEB 16 1982
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR LANE COUNTY

STAR RENTALS, INC.,
a Washington corporation,

Plaintiff,

vs.

HUSKY FENCE CO., INC., an Arizona
corporation, and UNITED PACIFIC
INSURANCE CO., a Washington
corporation,

Defendants.

Case No. 16-81-02584

SUPPLEMENTAL JUDGMENT
FOR ATTORNEYS FEES

THIS MATTER having come before the Court upon Plaintiff's Motion for an award of reasonable attorneys fees, the liability of Defendant Husky Fence Co., Inc., for said fees having been ordered and adjudged by the Court on June 5, 1981, the Court having considered the Affidavits of the parties and being fully advised in the premises;

NOW, THEREFORE, IT IS HEREBY ORDERED AND ADJUDGED that Plaintiff have and recovery judgment from Defendant Husky Fence Co., Inc., for Plaintiff's reasonable attorneys fees in the sum of $1,500.00, plus interest at nine (9%) percent per annum from July 6th until paid.

IT IS FURTHER ORDERED that execution issue therefor.

DATED at Eugene, Oregon, this 13th day of July, 1981.

/s/ George Woodrich
Circuit Court Judge

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COMMISSI... SERVICES
DEPARTMENT OF TRANSPORTATION

8975

2-3-82

1 Versteeg ✓
Anderson
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Wakerlig

RECEIVED
JAN 28 1982
ROAD DESIGN SECTION

Do Not Return
Bring
Action

NARRATIVE REPORT

Project: Willamette River-Goshen
Contract: 8975
FAP: IR-I-5-3(118)189

Highway: Pacific
County: Lane
Contractor: Wildish Const. Co.

GENERAL

This project was primarily an overlay with leveling, base and wearing course. It also included various safety improvements: Concrete Median and Shoulder Barrier, Guard rail additions and adjustments drainage additions and adjustments and upgrading of signing. The contract was awarded 5 July 1979 to Wildish Construction Company and work began on 25 July 1979.

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC

This item was used extensively due to the high volume of traffic. Some problems occurred due to a number of different operations in progress at the same time. Coordination of the work and protection of the public was a constant undertaking for the State inspector working with the contractor to keep all temporary signing, cones lane closures, etc. working safely.

ROADWORK

Grading

The contractor started clearing and grubbing on 25 July 1979. This work progressed simultaneously with the flattening of cut slopes and fill slopes and constructing guard rail flares where required. A portion of the project had to be re-cleared of grass and sod before shoulder aggregate could be placed. The Gonyea slide was refinished in the fall of 1980 with riprap being placed at drainage installations. In the spring of 1981, more riprap was placed at the toe of the slope in an attempt to stop sliding action and keep drainage open.

Paving

Problems occurred throughout the project beginning with the contractor's request to produce non-specification rock to be used in Asphalt Concrete mixtures. This enabled Wildish Construction Company to produce the same aggregate for the State and Commercial production and eliminate the necessity for separate stockpiles. The contractor contended that the hot-plant would blend the non-spec rock to produce specification asphalt concrete mixture. Therefore, the A/C aggregate was not tested by the State quality control and the contractor had difficulty in producing specification A/C mixture. The contractor was assessed $5,682.66 for non-conformance material in A/C mixture and liquid asphalt.

Numerous problems occurred in paving due to traffic, paving equipment problems and the paving crew's inexperience. Consequently

Advise my response?

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BY FINAL DESIGN ENGINEER

there were numerous areas where bump removal was necessary. The contractor agreed to do this work in an attempt to give the project an acceptable ride. As a whole the bump removal work satisfactorily corrected the uneven surface.

Drainage

Work on RCBC extension started 31 July 1979 and was completed 14 August 1979. Pipe installation also started on 14 August 1979. This work included new pipe installation using early set concrete where installations crossed the travel lanes; adjusting catch basins and installing new catch basins where required; installing slotted drains where warranted; and installing drain pipe to remove trapped water in designated areas. Additional drainage was added in the vicinity of Goshen Interchange to remove the water from roadway making it safer for the traveling public during heavy rains.

Price Agreement No. 10 was issued to cover the additional costs incurred to install a 30 inch corrugated steel conduit which was requested and furnished by Eugene Water and Electric Board. The conduit was installed in the same trench with a 12 inch sanitary sewer for the City of Eugene crossing the Pacific Hwy at station "L" 239+00 as indicated on project plans.

EWEB had planned to construct a new water main in this area in the immediate future and so agreed to pay any addtiional costs to the State for the installation of the 30 inch conduit (per letter dated 9/11/79 signed by Kimber G. Johnson, Water Superintendent).

Guard Rail

Guard rail removal, adjustment and installation started 21 March 1980. Most of the rail members used were salvaged except for new radius rail which was prefabricated for each radius. All anchors and end pieces were new material where salvage was not available. Bridge connections were reset to the new guard rail height and additional connections installed where required. A conflict was encountered on the I-5 to Franklin Blvd. ramp with Pacific N.W. Bell where the telephone cables were approximately 2 feet underground and encased in concrete. PNWB offered to pay for a non-standard guard rail installation which consisted of 300' x 2' x 1'3" reinforced concrete slab using steel guard rail posts with Type 2A spacings. This installation made it possible to install the guard rail in this area without disturbing the telephone cable installation. There were other problems encountered which were solved by adjusting guard rail in various areas. The guard rail subcontractor was disorganized causing undue problems in completion of guard rail installation in a timely manner. Guard rail installations were not completed until late 1980.

Fence

Installation of CL-6R fence started on 5 December 1979 and was substantially completed by 22 April 1980 except for adjusting alignment which was not completed until late 1980.

Work on the Type II fence installation began 18 March 1980 and was completed by the end of the year.

The guard rail subcontractor also installed the fencing on this project. Due to his disorganized work schedules, the fence work as well as the guard rail installations were done spasmodically causing numerous problems with the completion of these items.

Concrete Barrier

Work on this item began on 16 October 1979 and was completed 12 December 1980. Median barrier was installed to replace all median guard rail. Also, specified areas of shoulder guard rail was replaced with concrete barrier. The grout was placed at time of barrier installation and seemingly a satisfactory method of installation. However, on 22 November 1980 the shoulder barrier on the Franklin to I-5 ramp was hit dislodging 3 sections and upon inspection it was discovered that the sections were not sufficiently grouted. The contractor was notified and it was decided that all barrier would have to be drilled and checked for voids. The drilling revealed that most of the barriers would require some additional grout. Grout was pumped in through a hole drilled in one side of each barrier. It required an additional 70 Cu. Yds. of grout to fill the voids under the barriers. It is apparent that the best method of placing grout to assure the minimum amount of voids under the concrete barrier is to drill holes in the barrier and pump the grout through these holes.

Delineators

Installation of delineators began on 22 October 1980 and completed 8 December 1980. This item was overrun as it appears that delineators were planned only for the main line and considerably more were required to bring all the ramps and frontage roads up to standard.

Seeding and Mulching

The subcontractor started seeding and mulching on 10 October 1979 and suspended operation on 25 October 1979 until the remainder of the project was ready to seed. This item was completed on 6 October 1980.

STRUCTURES

Asphalt Membrane

This item was placed on all specified bridge decks. It appears that a complete seal was not achieved on all structures as there is evidence of moisture seepage on the underside of some decks.

Deck Joints

Hamilton Construction Company was the subcontractor used for raising the deck joints. Joint width is 1-3/8"±. After the A/C was cut and removed, it was discovered that the A/C in the west lane varied in thickness from 3" to 4½". It was determined that the additional thickness was due to carelessness on the part of the paving contractor. Therefore, the additional cost of the larger angle iron (4" x 6" x ½") and the cost of refabrication of the angle iron would be paid for by the paving contractor.

After the angle iron was installed, the joint was sand blasted and cleaned. The asphalt-rubber sealant was applied to the back side of the joints as specified. The backer rod was installed and then Dow Corning 888 silicone sealant was installed. The manufacturer's recommendation is unclear as to how long a time is needed before traffic is to be allowed on the joint after the sealant is installed. Our State plans and specifications do not indicate any time limit required before traffic can drive over the joint after sealant installation.

By midwinter the joints had failed in over 50% of their length and it was determined that the steel joints had not been primed as recommended by Dow Corning. The subcontractor, Hamilton Construction Co., stated that they previously experienced poor results when using this product. They cited the Wallace Bridge in Region II.

When it was pointed out that a primer had not been used, the subcontractor agreed to replace the joint material at their own expense. When the old material was removed, it was found that in addition to the presence of rust on the steel, the thickness of the joint material exceeded the specifications in some areas. It was determined that the cause of the joint failure was due both to the lack of primer and the extra thickness of the joint material and that when the joint width expanded in cold weather the material pulled away from the steel joint leaving the metal exposed and subject to rusting.

The joints were then cleaned by grinding, primed and then the Dow Corning 888 installed with care being taken to keep the joint thickness between ¼" to ½".

At present time approximately 50% of the joints have again failed. After discussion with the Dow Corning Co it is suspected that the primer is failing and this product needs more testing before it can successfully be used against steel.

Bridge Deck Crack Repair

The deck cracks were preinspected by the subcontractor Hamilton Construction Co. who stated that it was doubtful the epoxy would penetrate due to the dirt that had worked into the cracks. Hamilton was told that we wanted to try a test area to find out if the cracks could be cleaned and injected. The subcontractor used the Niklepoxy Products No. 3 manufactured by Rocky Mountain Chemical Co. which was one of the products listed in the special provisions for this project. 84.5 Lin. Ft. of cracks were cleaned and the surface sealed.

The following day the injection of the cracks was attempted.

Upon inspection it was found that there were only a few cracks where the epoxy penetrated to the adjacent port.

The special provisions for this project required that the injection equipment have the capability of injection at a pressure up to 200 PSI. The Niklepoxy System uses a normal injection pressure of 20 PSI with the capability of pressure up to 70 PSI. It was decided that the alternate system listed in the special provisions (Concresive System) would be tried on a test area using Concresive 1380 manufactured by Adhesive Engineering Company. 25.5 Lin. Ft. of crack was cleaned and injected. After inspection it was found that the results were similar to the Niklepoxy System.

Both test areas were inspected by core samples which verified that neither system penetrated sufficiently and that one system was not substantially better than the other.

After both systems failed, Price Agreement Number 7 was initiated to eliminate the unused portion of bid items for Crack Preparation and Crack Injection.

ILLUMINATION

There were 3 illumination poles near station 218+00 Rt. that were located in a fill section. (Refer typical Section E, Sheet 2A). As the poles had to be raised approximately 2' 6" and the contract did not provide for this adjustment, Price Agreement Number 6 was issued to cover this work. The poles were raised by using a special pole base adapter. (Refer to Field Drawing Number 1). As no problems were encountered, this office feels that this is an acceptable method for raising poles.

SIGNING

The signing on this project was subcontracted to Coral Corporation who, in general, did a good job overall. The signing required numerous changes, some of which only became apparent as the job progressed. The subcontractor performed the required changes as instructed either by letter or verbally throughout the course of the contract. After the signing was essentially complete, two price agreements were written (Price Agreement Number 13 and Number 14).

Price Agreement Number 13 documented those changes that reduced or increased the quantities at the Bid price and added Type "EE" signs at the same unit price as Type "H" signs. The main function of this Price Agreement was to eliminate the legends under the symbol signs to bring the "L" Line to current standards and to update the signs on the L3R and L5R Lines. The signing had been overlooked on the plans for the above lines. Most of these signs were needed to keep the traveling public from entering the freeway headed against the traffic.

Price Agreement Number 14 was written after months of negotiating with the contractor to cover all the remaining project sign changes.

This included updating signs #59 and #60 which were overlooked on the plans and eliminated the updating of sign #6 which had been updated on a previous contract. At the request of the City of Springfield, the legend "Springfield" was added to sign #17 and to the sign on sign bridge at station 235+00.

Sign #8, located in a gore area, was repeatedly damaged by traffic and at the State's request, the contractor mounted the sign on the Laurel Hill structure.

The sign bridge at station "WW" 84+10 was shortened 10' 0" because both legs were behind guard rail. The special provisions stated that the old sign bridge was the property of OSHD and was to be stockpiled in a nearby Maintenance storage yard. The District Maintenance Supervisor did not want the sign bridge in his storage area and Salem did not want it returned to them. The sign was sold to a local company for scrap. However, the cost of hauling the sign to the company exceeded the dollar amount received for the scrap metal and we suggest that future contracts be written that removed sign structures become the property of the contractor.

The project was completed on 17 July 1981. A total of 10 days were charged the contractor for liquidated damages. The contractor submitted a request for an extension of time which has been granted.

8975

E.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

January 13, 1982

NOTED
H.S.COULTER

CON 5 #8975

Wildish Construction Company
P.O. Box 7428
Eugene, OR 97404

RE: Time Extension Request
Willamette River - Goshen
Contract No. 8975
IR-I-5-3(116)189

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 10 calendar days is granted due to the performance of added work and extra work.

This will eliminate all liquidated damages under this contract.

Sincerely,

C. T. Keasey

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:OBJ:cb

bc: H. S. Coulter ✓ (att. 1 letter)
Alfred Shirley "
E. Jones "
FHWA "
Bob Church

RECEIVED
STATE HWY ENGR
JAN 14 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

STATE OF OREGON

INTEROFFICE MEMO

ODOT-Construction, Eugene
DEPT.

686-7608
TELEPHONE

File: CON 5

DATE: 17 December 1981

TO: A. Shirley, Region Engineer

FROM: Ellis H. Jones
Ellis H. Jones, Project Manager

SUBJECT: Willamette River-Goshen Project
Contract: 8975
Prefix: 620-1027
Contractor's Request for Extension of Time

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DEC 23 1981
CONSTRUCTION BRANCH

ROSEBURG REGION
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[illegible]

During the course of this project it became apparent that extra work would be needed to complete the project in a satisfactory manner. Two of these extra work items were the direct cause of the 10 additional days used by the contractor and are as follows:

(1) The existing delineators in the gore areas and on the 'on' and 'off' ramps were removed during paving operations and placing of aggregate shoulder material. While replacing the existing delineators it was determined that additional delineators would be required but the exact quantity could not be determined until the project was completed. Price Agreement Number 16 was issued to cover this work and the contractor completed additional delineator installations on 30 November 1980. This additional work required 1 day for which the contractor should not be charged contract time. The project was allotted 480 calendar days to complete the project and as of 1 December 1980 the contractor had used 481 days.

(2) The drainage system at Goshen Interchange and at the Eugene 'on' ramp did not satisfactorily eliminate excess water during heavy rains and an update of the inadequate drainage systems would be necessary. However, due to the heavy rains during the winter months, this extra work had to be delayed and the project was put on temporary suspension from 1 December 1980 to 17 February 1981.

On 30 January 1981, Extra Work Order Number 10 was initiated to update inadequate drainage systems. On 17 February 1981 the temporary suspension was rescinded and work on the drainage system update began. This work was basically completed by 23 February 1981. By this time the contractor had used an additional 7 calendar days bringing the total calendar day charges to 488. The project was again put on temporary suspension from 24 February 1981 to 15 July 1981 due to the saturated grade which prevented the completion of the drainage work and placement of riprap.

On 15 July the temporary suspension was lifted and the contractor completed work on the drainage system update and placed riprap which completed all project work. The contractor used a total of 490 calendar

12-21-81 BOB JACKMOND. – I CONCUR IN THE EXTENSION FOR THE REASONS STATED BY THE PROJECT MANAGER

CC: E. JONES.

days to complete the project and was charged 10 days liquidated damages.

I recommend that the 9 days required to complete the inadequate drainage system update and the 1 day for installing additional delineators be granted the contractor and all liquidated damages be dismissed.

1-12-82

CTK -

I concur with Region & Proj. Manager to grant a time extension of 10 calendar days due to added work (delineators) and extra work (drainage).

The final 2 calendar days charged were July 16 and 17 for completion of drainage work

DBG

8975 2

REPORT NO. 121

STATE HIGHWAY DIVISION

ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: WILLAMETTE RIVER-GOSHEN		WEEK ENDING: 14 NOVEMBER 1981
		SECTION PREFIX: 620-1027
HIGHWAY: PACIFIC		COUNTY: LANE
NAME OF JOB: WILLAMETTE RV-GOSHEN	KIND OF WORK: GRADING,PAVING,BARRIERS,&SIGNING	
CONTRACTOR: WILDISH CONSTRUCTION COMPANY	CONTRACT NUMBER: 8975	FEDERAL AID PROJECT NUMBER: IR-I-5-3(118)189
DATE OF CONTRACT: 5 JULY 1979	DATE WORK STARTED: 25 JULY 1979	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS 480 SPECIFIED COMPLETION DATE:	WORK DAYS USED: CALENDAR DAYS USED 490 PERCENT OF TIME ELAPSED 102.1%
PROJECT AUTHORIZATION: $3990837.41		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.0%
EXCLUSIVE OF ENGINEERING: $3705814.31	ENGINEERING AUTHORIZATION $285023.10	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97.1%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $3597075.00 **	ENGINEERING COST TO DATE $390275.81 THIS WEEK 0.0	DATE PROJECT WAS COMPLETED: 17 JULY 1981
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.9 %	PERCENT OF AUTHORIZATION 136.9 %	

**NOTE: Estimate includes liquidated damages

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100.%	100.%	100.%	100.%	100.%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.66	4.66			4.66
MILES PARTIALLY COMPLETED					✓
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	34050.0 CY	26100.0 TN			86190.0 TN
TOTAL QUANTITIES CORRECTED TO DATE	34384.7 CY	22883.4 TN			90746.1 TN
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	34384.7 CY	22883.4 TN			90746.1 TN
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~BRIDGE~~ NO.	GUARD RAIL	FENCE	CONCRETE CURBS	CONCRETE BARRIER	SEED &MULCH	STRUCTURE SURFACE	SIGNING	
PERCENT	100.%	100.%	100.%	100.%	100.%	100.%	100.%	

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY	OVERCAST	0		
TUESDAY	RAIN	0		
WEDNESDAY	RAIN	0		
THURSDAY	PARTLY CLOUDY	0		
FRIDAY	SHOWERS	0		
SATURDAY		0		

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Willamette River-Goshen - for week of November 8 thru 14, 1981.
MONDAY	No project work this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: No project work.

Next week: No activity planned.

NOTE: Project completed. Semi-final to be submitted when PR-47 received from contractor.

Let's get the S.F. in and hold final payment for PR-47
EBR

SIGNED Ellis H. Jones LOCATION Eugene
Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8975

2

September 2, 1981

Oregon Laborers Employers Trust Fund
2929 N.W. 31st Avenue
Portland, OR 97210

CON 3
#8975

Attention: Fred A. Hughes
Trust Coordinator

Gentlemen:

Thank you for your Release of Claim dated August 18, 1981, for fringe benefits due employees of Husky Fence, Inc., working under the jurisdiction of Oregon, Southern Idaho and Wyoming District Council of Laborers in the amount of $4,682.19.

This was in reference to the Wildish Construction Company Contract No. 8975 for work on the Willamette River-Goshen Section of the Pacific Highway in Lane County.

This information will be noted in our records and we will advise the surety and the contractors.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Wildish Construction Co.
P. O. Box 7428
Eugene, OR 97401

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

NOTED ON CARD
JS 9-2-81

CERTIFIED MAIL - MAIL RECEIPT REQUESTED

CERTIFIED
P06 4406409
MAIL

RELEASE OF CLAIM
ON
PUBLIC WORKS BOND

TO: State of Oregon
Dept. of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

This is to inform you that the claim for fringe benefits due on behalf of the employees of HUSKY FENCE, INC. working under the jurisdiction of OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, in the sum of FOUR THOUSAND SIX HUNDRED EIGHTY TWO and 19/100 DOLLARS, against job No. 8975 has been satisfied. WILDISH CONSTRUCTION CO. was the general contractor, HUSKY FENCE, INC. was a subcontractor and STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner for that project known as WILLAMETTE RIVER TO GOSHEN. UNITED PACIFIC/RELIANCE and INDUSTRIAL INDEMNITY CO. are the sureties.

DATED: August 18, 1981

OREGON LABORERS EMPLOYERS
TRUST FUNDS

By Fred A. Hughes
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

RECEIVED
AUG 19 [illegible]
COMM[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

cc: State of Oregon, Secr. of State
Industrial Indemnity
United Pacific Reliance
Wildish Construction
Husky Fence

5597 #8975

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
MAY 14 1981
NORMA PAULUS
SECRETARY OF STATE

May 13, 1981

Oregon Laborers Employers Trust Fund
2929 N. W. 31st Avenue
Portland, OR 97210

CON 5
#8975

Attention: Fred A. Hughes
Trust Coordinator

FILED
MAY 14 1981
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your Notice of Claim for fringe benefits due to the employees of Husky Fence, Inc., subcontractor, in the amount of $4,682.19, including liquidated damages of $540.18, plus interest and attorney fees.

The claim states this is in reference to Contract No. 8975 with Wildish Construction Company for work on the Willamette River-Goshen Section of the Pacific Highway in Lane County.

The Industrial Indemnity Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We note that you have filed this claim directly with the Secretary of State.

Please advise this office when the claim has been paid.

Sincerely,

Robert W Gormsen

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
5-19-81

RECEIVED
MAY 29 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Wildish Construction Co.
P. O. Box 7428
Eugene, OR 97401

Industrial Indemnity Co.
421 S.W. 6th Ave.
Portland, OR 97204

bc: Secretary of State - Please advise on the enclosed copy of this letter the file number assigned and date filed on the attached claim, which was filed directly by Oregon Laborers Employers Trust Funds.

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

CERTIFIED
No. 856755
MAIL

TO: State of Oregon, Dept. of Transportation
Commission Services
121 Transportation Building
Salem, Oregon 97310

Notice is hereby given that the OREGON LABORERS EMPLOYERS TRUST FUNDS has a claim for fringe benefits due to the employees of HUSKY FENCE, INC. working under the jurisdiction of the OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, in the sum of FOUR THOUSAND SIX HUNDRED EIGHTY TWO and 19/100 DOLLARS, which includes liquidated damages of FIVE HUNDRED FORTY and 18/100 DOLLARS, plus interest and attorney fees incurred against job No. 8975 issued on July 11, 1979 which WILDISH CONSTRUCTION CO. is the general contractor, HUSKY FENCE, INC. is a subcontractor and STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner for that project known as WILLAMETTE RIVER TO GOSHEN. UNITED PACIFIC/RELIANCE and INDUSTRIAL INDEMNITY CO. are the sureties.

DATED:

OREGON LABORERS EMPLOYERS
TRUST FUNDS

By
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

cc: Industrial Indemnity Co.
State of Oregon, Secretary of State
United Pacific/Reliance
Wildish Construction Co.
Husky Fence Co.

OREGON LABORERS EMPLOYERS TRUST FUNDS
2929 N.W. 31st Avenue
Portland, Oregon 97210

SCHEDULE 1-A

OREGON LABORERS-EMPLOYERS TRUST FUNDS

SCHEDULE OF UNREPORTED HOURS AND DELINQUENT
AMOUNT-FOR WORK PERFORMED ON STATE OF OREGON PROJECT #8975
WILLAMETTE RIVER TO GOSHEN BY EMPLOYEES OF

Husky Fence Co., Inc.
Employer # 3620

	1979	1980										19
	Dec.	March	April	May	R/chg.	July	Aug.	Sept.	Oct.	Nov.	Dec.	J
Ingram, D. 526-78-8718		32.0								1.0	102.5	4
Swearington, B. 544-84-7560			76.5								40.5	7
Ingram, K. 544-82-8661	13.0		4.0						50.0		20.0	7
Clarambeau, H. 543-20-4890			24.0	92.0								
Wadsworth, B. 541-90-4787						18.0			1.0		16.0	7
Ingram, C. 540-90-5467							22.0					
Coulombe, D. 544-82-5934	54.5							51.5				
Gartner, F. 543-16-7989									40.0		130.5	30
Moffitt, I.E. 543-24-6111									40.0		138.5	30

OREGON LABORERS-EMPLOYERS TRUST FUNDS

SCHEDULE OF UNREPORTED HOURS AND DELINQUENT
AMOUNT-FOR WORK PERFORMED ON STATE OF OREGON PROJECT #8975
WILLAMETTE RIVER TO GOSHEN BY EMPLOYEES OF

Husky Fence Co., Inc.
Employer # 3620

1979	1980										1981	
Dec.	March	April	May	R/chg.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Total
	32.0								1.0	102.5	4.0	139.5
		76.5								40.5	7.0	124.0
13.0		4.0						50.0		20.0	7.0	94.0
		24.0	92.0									116.0
					18.0			1.0		16.0	7.0	42.0
						22.0						22.0
54.5							51.5					106.0
								40.0		130.5	30.0	200.5
								40.0		138.5	30.0	208.5

SCHEDULE 1-B

OREGON LABORERS-EMPLOYERS TRUST FUNDS

SCHEDULE OF UNREPORTED HOURS AND DELINQUENT
AMOUNT-FOR WORK PERFORMED ON STATE OF OREGON PROJECT #8975
WILLAMETTE RIVER TO GOSHEN BY EMPLOYEES OF

Husky Fence Co., Inc.
EMployer #3620

	1979	1980										
	Dec.	March	April	May	R/chg.	July	Aug.	Sept.	Oct.	Nov.	Dec.	
Shorey, J. 542-80-5738											6.5	
Caudill, R.S. 543-68-3291									30.0			
Ingram, R. Not Available									32.0			
McNabb,M. 534-62-0403											16.0	
Total Unreported Hours	67.5	32.0	104.5	92.0		18.0	22.0	51.5	193.0	1.0	470.5	
Contributions:												
H & W @$ 1.07	$ 72.23	$ 34.24	$111.82	$ 98.44	@ $1.20	$21.60	$26.40	$ 61.80	$231.60	$1.20	$ 564.60	$11
Pension @ 1.23	83.02	39.36	128.54	113.16	@ 1.40	25.20	30.80	72.10	270.20	1.40	658.70	12
Training @ .10	6.75	3.20	10.45	9.20	@ .10	1.80	2.20	5.15	19.30	.10	47.05	
CIAF @ .05	3.37	1.60	5.22	4.60	@ .05	.90	1.10	2.58	9.65	.05	23.53	
Vacation @ .80	54.00	25.60	83.60	73.60	@ 1.00	18.00	22.00	51.50	193.00	1.00	470.50	9
Sub Total	219.37	104.00	339.63	299.00		67.50	82.50	193.13	723.75	3.75	1,764.38	34
Liquidated Damages	25.92	17.29	45.13	40.33		12.99	14.77	27.87	90.69	5.44	213.90	4
Total	$245.29	$121.29	$384.76	$339.33		$80.49	$97.27	$221.00	$814.44	$9.19	1,978.28	$39

OREGON LABORERS-EMPLOYERS TRUST FUNDS

SCHEDULE OF UNREPORTED HOURS AND DELINQUENT
AMOUNT-FOR WORK PERFORMED ON STATE OF OREGON PROJECT #8975
WILLAMETTE RIVER TO GOSHEN BY EMPLOYEES OF

Husky Fence Co., Inc.
EMployer #3620

1979					1980						1981	
Dec.	March	April	May	R/chg.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Total
										6.5		6.5
								30.0				30.0
								32.0				32.0
										16.0	7.0	23.0
67.5	32.0	104.5	92.0		18.0	22.0	51.5	193.0	1.0	470.5	92.0	1,144.0
72.23	$ 34.24	$111.82	$ 98.44	@ $1.20	$21.60	$26.40	$ 61.80	$231.60	$1.20	$ 564.60	$110.40	$1,334.33
83.02	39.36	128.54	113.16	@ 1.40	25.20	30.80	72.10	270.20	1.40	658.70	128.80	1,551.28
6.75	3.20	10.45	9.20	@ .10	1.80	2.20	5.15	19.30	.10	47.05	9.20	114.40
3.37	1.60	5.22	4.60	@ .05	.90	1.10	2.58	9.65	.05	23.53	4.60	57.20
54.00	25.60	83.60	73.60	@ 1.00	18.00	22.00	51.50	193.00	1.00	470.50	92.00	1,084.80
219.37	104.00	339.63	299.00		67.50	82.50	193.13	723.75	3.75	1,764.38	345.00	4,142.01
25.92	17.29	45.13	40.33		12.99	14.77	27.87	90.69	5.44	213.90	45.85	540.18
$245.29	$121.29	$384.76	$339.33		$80.49	$97.27	$221.00	$814.44	$9.19	1,978.28	$390.85	$4,682.19

#8975

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-28-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-I-5-3(118)189

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90214

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/3/81

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION: Willamette River - Goshen Section

11. GENERAL DESCRIPTION OF WORK: Furnish Signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 4/3/81 as requested in Mr. Keasey's letter of April 17, 1981 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 10 is approved for a TEC of $190.24 Federal Funds $175.

RECEIVED
STATE HWY ENGR
APR 30 '81
REFER TO Moehring
FOR
Info | R/D | D/R | Sign | Act

orig to:
4-30-81

14. DATE 4/28/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

#8975 4-20-81 L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-I-5-3(118)189
2. STATE PROJECT NO. See below
2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90214

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/2/81
8. FEDERAL ROUTE NUMBER Interstate 5
9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION: Willamette River - Goshen Section

11. GENERAL DESCRIPTION OF WORK: Grade and cleanout existing roadway ditch

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 4/2/81 as requested in Mr. Keasey's letter of 4/14/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 9 is approved for a TEC of $1,000 Federal Funds $881.

RECEIVED
STATE HWY ENGR
APR 24 '81
REFER TO Moehring
FOR
Info | Invs | R/D | D/R | Sign | Act | File

orig to: 4-24-81

14. DATE 4/20/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. H
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

~~#5576~~ 8975

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
APR 8 1981
NORMA PAULUS
SECRETARY OF STATE

April 6, 1981

IN REPLY REFER TO FILE NO.:
CON 5
#8975

J. H. Baxter and Co.
P. O. Box 10797
Eugene, OR 97440

Attention: Joseph G. Harbert

FILED
APR 8 1981
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your claim letter dated March 23, 1981, stating that Husky Fence owes you for materials in the amount of $4,500 furnished on Contract No. 8975.

This claim appears to be in reference to the Wildish Construction Company Contract No. 8975 for work on the Willamette River-Goshen Section of the Pacific Highway in Lane County.

Industrial Indemnity Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please notify this office when you have received payment.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

NOTED O
4-14-81 dmc

jas
cc: Wildish Construction Co.
P. O. Box 7428
Eugene, OR 97401

Industrial Indemnity Company
421 S. W. 6th Avenue
Portland, OR 97204

RECEIVED
APR 9
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Jack Sollis

J. H. BAXTER & CO. P O Box 10797 Eugene Oregon 97440 Phone 503 689 3020

JHBaxter

March 23, 1981

R. W. Gormsen
Room 121
Transportation Building
Salem, Oregon 97310

Gentlemen:

This is a notification of claim by JH Baxter & Co. against Husky Fence for non-payment on materials supplied by JH Baxter & Co. in regards to OSHD Contract #8975 in the amount of $4500.00.

The intent of this notification is to ask for money due us on the above mentioned contract number which is now well overdue.

Sincerely,

JH BAXTER & CO

Joseph G. Harbert

Joseph G. Harbert

JGH/jc

RECEIVED
[illegible]

WOOD PRESERVING

5975

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-23 + 1-24	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
MODIFICATION NUMBER 1	1-13-81	Project Number IR-I-5-3(118)189

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 27, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,792,698.00	$ 3,991,521.00
Federal funds	$ 3,416,538.00	$ 3,582,691.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13 th day of January, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon January 6, 1981

Federal Aid Project
No. IR-I-5-3(118)189

Willamette River - Goshen Section
Pacific Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 596+60 thru Equa. Sta. 603+50.06 = Sta. 202+88.88 thru Equa. Sta. 388+27.94 = Sta. 45+56 thru Equa. Sta. 89+06 = Sta. 19+92.95 to Sta. 30+00)

Subtotal of previous estimate of July 19, 1978	$1,989,347.20

Additional Items

Sept.	79 Asph. Price Adj.	1,716.90	Ton	15.25	$ 26,182.73
Oct.	79 Asph. Price Adj.	528.50	Ton	15.25	8,059.63
Apr.	80 Asph. Price Adj.	444.13	Ton	66.50	29,543.65
June	80 Asph. Price Adj.	989.42	Ton	64.75	64,046.95
July	80 Asph. Price Adj.	69.42	Ton	64.75	4,498.83
Aug.	80 Asph. Price Adj.	599.86	Ton	64.75	38,840.94
Sept.	80 Asph. Price Adj.	187.54	Ton	64.75	12,143.22
					$ 176,933.46

Increase	176,933.46
SUBTOTAL	2,166,280.66
Engineering	248,668.34
TOTAL	$2,414,949.00

Type Code 6201
Roadway (Sta. 596+60 thru Eq. Sta. 603+50.06 = Sta. 202+88.88 thru Eq. Sta. 388+27.94 = Sta. 45+56 thru Eq. Sta. 89+06.20 = Sta. 19+92.95 to Sta. 30+00)

Subtotal of previous estimate of July 19, 1979	$1,381,939.61

Additional Items

Install Precast Median Curb (E.W.O. #1)	All Required	$ 1,790.00
Conc. Pad for Conc. Med. Barrier (P.A. #5)	All Required	7,710.00
Pole Base Adapters (P.A. #6)	All Required	1,590.00
Adjust Wiring (P.A. #6)	All Required	800.00
Barrier Pad (P.A. #9)	All Required	10,000.00
		$ 21,890.00

Increase	$ 21,890.00
SUBTOTAL	1,403,829.61
Engineering	172,742.39
TOTAL	$1,576,572.00

Length of Roadway ---------------- 4.657 miles
Cost of Roadway per mile --------$518,563.23 (R-R-R)
$338,538.11 (Safety)

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Fed. Funds	State Funds
Roadway (RRR)	044 (88.15)	$2,414,949.00	$2,128,777.00	$286,172.00
Roadway (Safety)	042 (92.22)	1,576,572.00	1,453,914.00	122,658.00
TOTAL		$3,991,521.00	$3,582,691.00	$408,830.00

Group 1-58% Group 2-42%
Prefix 620-1027
Contract No. 8975

8975 7-27-79

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-215	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT	State Oregon County Lane Project No. IR-I-5-3 (118) 189

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Willamette River-Goshen Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-6-79	4.657
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT $ 3,792,898	FEDERAL FUNDS $ 3,416,520

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator JUL 27 1979

Form PR-2 (Rev. 10-78) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, July 19, 1979

Federal-Aid Project
No. IR-I-5-3(118)189

WILLAMETTE RIVER - GOSHEN SECTION
PACIFIC HIGHWAY
LANE COUNTY

Project Agreement Estimate

Type Code 6201
Roadway (Sta. 596+60 thru Eq. Sta. 603+50.06 = Sta. 202+88.88 thru Eq Sta. 388+27.94 = Sta. 45+56 thru Eq Sta. 89+06.20 = Sta. 19+92.95 to Sta. 30+00)

Mobilization	All Required (30%)			$ 20,325.60
Temporary Protection and Direction of Traffic	All Required (50%)			83,500.00
Temporary Signs	1,000	Sq.Ft.	6.00	6,000.00
Temporary Barricades	5	Each	50.00	250.00
Temporary Plastic Safety Markers	15	Each	50.00	750.00
Flagmen	1,500	Hour	21.00	31,500.00
Oversize, Advance Construction Signs	1	Each	1,082.00	1,082.00
Sequential Arrow Signs	1	Each	1,737.00	1,737.00
Removal of Structures and Obstructions	All Required (25%)			1,050.00
Trench Excavation	1,500	Cu. Yd.	4.00	6,000.00
Watering	100	M-gal.	9.00	900.00
Aggregate Shoulders	6,100	Ton	4.29	26,169.00
Early Set Concrete	4,200	Sq. Yd.	42.00	176,400.00
Class "B" Asphalt Concrete Mixture	59,200	Ton	9.63	570,096.00
Class "B" Asphalt Concrete Mixture in Leveling	26,000	Ton	9.63	250,380.00
Asphalt Cement in Mixture	5,580	Ton	90.25	503,595.00
Asphalt in Tack Coat	95	Ton	150.00	14,250.00
12-inch Slotted Drain Pipe	80	Lin. Ft.	45.00	3,600.00
Extra for Pipe Under Pavement	3,460	Lin. Ft.	3.00	10,380.00
Bedding Material	4	Cu. Yd.	12.00	48.00
Concrete Backfill	500	Cu. Yd.	38.00	19,000.00
Concrete Inlets, Type G-2MA	4	Each	500.00	2,000.00
Concrete Inlets, Type M-E	3	Each	684.00	2,052.00
8-inch Drain Pipe	4,225	Lin. Ft.	14.00	59,150.00
Fiber Filter	5,630	Sq. Yd.	0.84	4,729.20
Gravel in Drains	610	Cu. Yd.	6.00	3,660.00
Guard Rail, Type 2A	22,025	Lin. Ft.	5.58	122,899.50
Guard Rail, Type 3	1,025	Lin. Ft.	11.16	11,439.00
Guard Rail Anchors, Type 1	41	Each	253.00	10,373.00
Guard Rail Anchors, Type 2	26	Each	279.00	7,254.00
Rail End Pieces, Type A	19	Each	25.00	475.00
Rail End Pieces, Type B	2	Each	86.00	172.00
Rail End Pieces, Type C	40	Each	118.00	4,720.00
Concrete Curbs	780	Lin. Ft.	4.74	3,697.20

Extra for Asphalt Approaches	2 Each	120.00	$ 240.00
Drainage Curbs	1,385 Lin.Ft.	1.42	1,966.70
Adjusting Manholes	3 Each	250.00	750.00
Adjusting Inlets	18 Each	350.00	6,300.00
Capping Inlets	1 Each	250.00	250.00
Adjusting Slotted Drain Pipe	50 Lin.Ft.	8.00	400.00
Crack Preparation	750 Lin.Ft.	6.84	5,130.00
Injection Adhesive	5 Gal.	53.00	265.00
Crack Injection	24 Hour	63.00	1,512.00
			$ 1,976,447.20

Anticipated Items

Permanent Pavement Striping	All Required	$ 6,500.00
Temporary Pavement Striping	All Required	4,000.00
On-the-Job Trainees (3 @ $800)	All Required	2,400.00
		$ 12,900.00
	Subtotal	$ 1,989,347.20
	Engineering	248,668.80
		$ 2,238,016.00

Type Code 6201

Roadway (Sta. 596+60 thru Eq. Sta. 603+50.06 = Sta. 202+88.88 thru Eq. Sta. 388+27.94 = Sta. 45+56 thru Eq. Sta. 89+06.20 = Sta. 19+92.95 to Sta. 30+00)

Mobilization	All Required (70%)		$ 47,426.40
Temporary Protection and Direction of Traffic	All Required (50%)		83,500.00
Temporary Signs	1,000 Sq.Ft.	6.00	6,000.00
Temporary Barricades	5 Each	50.00	250.00
Temporary Plastic Safety Markers	15 Each	50.00	750.00
Flagmen	1,500 Hour	21.00	31,500.00
Oversize Advance Construction Signs	1 Each	1,082.00	1,082.00
Sequential Arrow Signs	1 Each	1,737.00	1,737.00
Clearing and Grubbing	All Required		49,746.00
Removal of Structures and Obstructions	All Required (75%)		3,150.00
Ditch Excavation	180 Cu.Yd.	10.00	1,800.00
General Excavation	34,050 Cu.Yd.	4.00	136,200.00
Extra for Selected Topsoil Material	140 Cu.Yd.	5.00	700.00
Trench Excavation	1,530 Cu.Yd.	4.00	6,120.00
Finishing Roadbed and Slopes	All Required		12,000.00
Watering	600 M-gal.	9.00	5,400.00
Aggregate Shoulders	20,000 Ton	4.29	85,800.00
Class "E" Asphalt Concrete Mixture	990 Ton	12.00	11,880.00
Asphalt Cement in Mixture	70 Ton	90.25	6,317.50

Portland Cement or Lime Additive in Class "E" Mixture	10 Ton	75.00	$ 750.00
Asphalt in Tack Coat	5 Ton	150.00	750.00
Concrete in Box Culvert Extension	50 Cu.Yd.	305.00	15,250.00
Reinforcement in Box Culvert Extension	6,650 Lb.	0.35	2,327.50
12-inch Culvert Pipe	245 Lin.Ft.	12.36	3,028.20
15-inch Culvert Pipe	25 Lin.Ft.	18.47	461.75
18-inch Culvert Pipe	55 Lin.Ft.	12.97	713.35
24-inch Culvert Pipe	8 Lin.Ft.	81.00	648.00
36-inch Culvert Pipe	8 Lin.Ft.	85.00	680.00
12-inch Sewer Pipe	80 Lin.Ft.	27.00	2,160.00
15-inch Sewer Pipe	6,325 Lin.Ft.	13.29	84,059.25
18-inch Sewer Pipe	660 Lin.Ft.	14.21	9,378.60
36-inch Sewer Pipe	32 Lin.Ft.	48.00	1,536.00
Extra for Pipe Under Pavement	4,000 Lin.Ft.	3.00	12,000.00
Bedding Material	105 Cu.Yd.	12.00	1,260.00
Concrete Backfill	625 Cu.Yd.	38.00	23,750.00
Concrete Manholes	3 Each	1,100.00	3,300.00
Special Manholes	1 Each	1,500.00	1,500.00
Concrete Inlets, Type G-2	31 Each	479.00	14,849.00
Manhole Aprons	3 Each	294.00	882.00
Inlet Aprons	2 Each	294.00	588.00
Extra for Guard Rail Bridge Connections	23 Each	242.00	5,566.00
Type 2 Fence	1,650 Lin.Ft.	1.70	2,805.00
CL-6R Chain Link Fence	7,110 Lin.Ft.	5.56	39,531.60
Concrete Barriers	23,275 Lin.Ft.	17.00	395,675.00
Paved Culvert End Slopes	475 Sq.Ft.	4.42	2,099.50
Loose Riprap, Class 50	55 Cu.Yd.	25.00	1,375.00
Loose Riprap, Class 100	30 Cu.Yd.	25.00	750.00
Delineators	300 Each	14.11	4,233.00
Roadside Seeding and Mulching	28 Acre	447.00	12,516.00
Impact Attenuator	All Required		10,000 00
Asphalt Membrane	4,640 Sq.Yd.	12.00	55,680.00
Raise Deck Joints	93 Lin.Ft.	105.00	9,765.00
Steel Sheet Piling	2,070 Lin.Ft.	23.16	47,941.20

Signing

Removal of Existing Sign Installations	All Required		6,316.00
Wood Sign Posts	All Required		2,632.00
Sign Support Footings	All Required		21,053.00
Breakaway Sign Posts	All Required		10,105.00
Single Post Breakaway Sign Supports	All Required		3,684.00
Sign Bridge Structure, Sta. "W^W" 84+10	All Required		50,947.00
Exit Number Sign Supports	All Required		2,000.00
Type "A" Signs in Place	366 Sq.Ft.	20.00	7,320.00

Type "C" and "D" Signs in Place	88 Sq.Ft.	10.50	$ 924.00
Type "H" Signs in Place	22 Sq.Ft.	11.58	254.76
Move, Modify and Reinstall Existing Signs	All Required		6,316.00
Sign Illumination Equipment	All Required		4,620.00
			$1,375,339.61

Anticipated Items

On-the-Job Trainees (2 @ $800)	All Required	$ 1,600.00
Temporary Erosion Control	All Required	5,000.00
		$ 6,600.00
	Subtotal	$1,381,939.61
	Engineering	172,742.39
	Total	$1,554,682.00

Length of Roadway - - - - - - 4.657 Miles
Cost of Roadway Per Mile - - - $480,570.32 (R-R-R)
$333,837.66 (Safety)

Work Retained in Program Status
(Not included in amounts below.)

Asphalt Cement Adjustment	All Required	$ 175,000.00
Sediment Control, Russet Creek	All Required	1,000.00

SUMMARY OF FUNDS

Description	Appn. Code		Total Cost	Federal Funds	State Funds
Roadway (R-R-R)	044	(88.15%)	$2,238,016	$1,972,811	$265,205
Roadway (Safety)	042	(92.22%)	1,554,682	1,443,727	110,955
Total			$3,792,698	$3,416,538	$376,160

Group 1 - 58% Group 2 - 42%
Contract No. 6975
Prefix 620-1027

WILLAMETTE RIVER-GOSHEN SECTION

Nonparticipating (State Work)

Trench Excavation	140 Cu.Yd.	4.00	$ 560.00
12-inch Sewer Pipe	200 Lin.Ft.	27.00	5,400.00
Extra for Pipe Under Pavement	100 Lin.Ft.	3.00	300.00
Bedding Material	6 Cu.Yd.	12.00	72.00
Concrete Backfill	15 Cu.Yd.	38.00	570.00
Concrete Manholes	1 Each	1,100.00	1,100.00
State Responsibility for Damages	All Required		7,500.00

1975

STATE OF OREGON
Railroad & Utilities 378-6511

INTEROFFICE MEMO files

TO: Robert Gormsen
Commission Services

DATE: October 7, 1980

FROM: Roger D. Trygstad
Railroad & Utilities Engineer

SUBJECT: Willamette River-Goshen Section, Lane County
Contract #8975
Railroad Agreement #RR-1013

RAILROAD COMPANIES
FILE No. 1013

Attached is the State's fully-executed counterpart of an easement received from the Southern Pacific Transportation Company for the subject project.

RDT/llr
cc: A. Shirley - w/copy of Agreement
Ellis Jones - w/ copy
J.B. Boyd - w/copy
Neil Flanagan - w/copy

Note to Boyd: If this easement is recorded, please furnish me the recording data so that I may advise the Railroad as requested.

Q w Boyd
8/5/80

#8975

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-1-80

FEDERAL AID PROJECT NO.	I[illegible]-5-3(118)189
STATE PROJECT NO.	See below
COUNTY NAME	Lane
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	90214

FROM:

G. L. Green, Division Administrator
FHWA - Oregon Division

TO:

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

10-7
orig

RECEIVED
STATE HWY ENGR
OCT 2 - '80
REFER TO Moehring
FOR
Info | Inves | R/D | C/R | Sign | Act | File

DATE PS&E APPROVED	6-6-79
DATE AUTHORIZATION EFFECTIVE	7-11-80
FEDERAL ROUTE NUMBER	Interstate 5
STATE ROUTE NUMBER	Primary 1

GENERAL LOCATION:

Willamette River - Goshen Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXX XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 9-10-80, this will confirm the advance approval date of 7-11-80 for the program change adding railroad protective service to the character of proposed work and authorization to proceed with the necessary work by by the Southern Pacific Transportation Company at a TEC of $489.20 - F.F. $431.00 (SFO #7).

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-1-80	G K Hessner	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-912

8975

files

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-2

April 30, 1980

RAILROAD COMPANIES
FILE No. 1013

Mr. R. A. Engelbert
Southern Pacific Transportation
Co.
324 Union Station
Portland, OR 97209

Willamette River-Goshen Section
Lane County
Contract No. 8975
ODOT Agreement No. RR-1013
SPTC File No. 911359/314

Attention: R. L. Johnston

Dear Dick:

Attached is SPTC's copy of the fully-executed Right of Entry regarding the subject project.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw

Attach.

bc: Robert Gormsen - w/original Right of Entry
Alfred Shirley - w/copy of Right of Entry
Ellis Jones - " " "

ok 4/29/80 by Boyd on May 8 + in bk (OJ)

8975

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-18-79

FEDERAL AID PROJECT NO. IR-I-5-3(118)189

STATE PROJECT NO. See below

COUNTY NAME Lane

PROGRAM NO.

ITEM NO. 90214

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENG.
SEP 24 '79
REFER TO

orig to Mothrung

Info | | | | | File

DATE PS&E APPROVED 6-6-79

DATE AUTHORIZATION EFFECTIVE 8-20-79

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
Willamette River-Goshen Section

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility Adjustment
Bonneville Power Administration

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of August 20, 1979, you are authorized to proceed with the actual adjustments for the Bonneville Power Administration's down guy relocation on an actual cost basis estimated to be $500. I accept the letter form agreement with the Bonneville Power Administration.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-Aid Program Manual.

DATE 9-18-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

TITLE for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-615

4475

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-4

August 20, 1979

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center St., NE, Suite 100
Salem, OR 97301

Down Guy Relocation
Bonneville Power Administration
Willamette River Goshen Section
Pacific Highway
Lane County
Project No. IR-I-5-3(118)18

Dear Mr. Green:

Here is a copy of a letter form estimate of cost to adjust a down guy to Bonneville Power Administration's structure GS 1/9 in their Goshen-Springfield-transmission line dated August 10, 1979.

A certification prepared by John Christopherson as to Bonneville Power Administration's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore Bonneville was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate submitted herewith and our letter authorizing them to proceed with the work. The letter form estimate is not in the normally acceptable form. BPA and the State agreedthat since the work is to be accomplished on an actual cost basis that the cost of preparing a formal estimate was not warrented for the minor relocation work involved.

A permit for the utility's proposed relocation will not be issued as it is covered by an existing crossing agreement.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of BPA's facilities.

RECEIVED
TECHNICAL SERVICES
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FOR
FILE
APV
SIGN
O/R
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INVES
INFO

Form 81-734-3123 (Rev. 7-77)

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of August 20, 1979 under the provisions of PPm 30-4 and 30-4.1 is requested. Estimated cost of the State is $500.

Yours truly,

D. E. Swan
Federal Aid Engineer

JMC:mm

Enc.

cc: E. S. Hunter
Jack M. Cartwright
John Christopherson

8975 6-6-79

2

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATION

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO. ITEM NO. 90214	FEDERAL AID PROJECT NO. IR-I-5-3(118)189 STAT JECT NO. See below COUNTY NAME Lane PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 22 '79
REFER TO Moehring
FOR

Info	Issues	R/D	D/R	Sign	Act	File

6-22 orig to

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER Interstate 5
6-6-79	6-6-79	STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

Willamette River - Goshen Section

GENERAL DESCRIPTION OF WORK:

High Type Pavement and Safety Revisions

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

Temp. & Perm. Pavement Striping	(S.F.)	$10,500
On-the-job Training		4,000
Temp. Erosion Control		5,000

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's June 4, 1979 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $5,447,848 - Federal Funds $4,890,098.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-6-79	G. K. Hesser	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 197 -626-727

4975

Department of Transportation
STATE HIGHWAY DIVISION

ROW 18-4

IN REPLY REFER TO
FILE NO.:

May 24, 1979

Mr. Bert S. Teitzel
City Engineer
City of Eugene
858 Pearl Street
Eugene, OR 97401

Sanitary Sewer Installation
Station 239+00
Willamette River-Goshen Section
Pacific Highway
Lane County
Project No. IR-I-5-3(118)18

Attention Jack Guthrie

Gentlemen:

Bids will be received by the Oregon Transportation Commission on the above-titled highway project on June 28, 1979. In response to your written request of May 2, 1979, the State has designed and included under contract bid items the construction of a sanitary sewer manhole (cover and ring to be furnished by the City of Eugene) and the installation of 200 feet of Class 3, 12-inch sanitary sewer pipe at Highway Station 239+00.

A copy of a portion of our Plan Sheets No. 2D-3 and 6 showing the proposed sanitary sewer installation are attached. Oregon State Highway Division specifications for the installation and testing of concrete sewer pipe meet or exceed those specifications submitted with your letter of May 2, 1979. Therefore, we will not include any additional specifications for the sanitary sewer installation.

Included also is an Engineering Cost Estimate prepared by our Design Section which reflects an estimated cost of $11,488 for the installation of the sanitary sewer crossing.

Upon award of the contract for the subject project, the City will be advised of the unit bid prices for the items required in the installation of the sanitary sewer crossing. Upon completion of the sewer line crossing, the City will be advised of the bid item quantities and billed for the actual cost of the installation.

NOTED
H.S.COULTER

Form 734-3123

If the terms as set forth above for the installation and payment by the City of the requested sanitary sewer crossing at Station 239+00 is acceptable to the City of Eugene, please execute two copies of this letter in the space provided below and return the two copies to this office.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Engineer

JMC:eab
Attachments

APPROVED:

CITY OF EUGENE

Date ______________________

By ______________________

By ______________________

bc: H. S. Coulter
C. T. Keasey w/att.
J. H. Versteeg w/att.
A. Shirley w/att.
D. E. Swan w/att.
Ellis Jones w/att.
John Christopherson w/att.

RECEIVED
STATE HWY ENGR
MAY 25 79
REFER TO
FOR

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CON 21-2
1-5,5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Roseburg, Oregon
May [illegible] 1979
17

FROM: JAMES J. GIX
Regional Construction Engineer

TO: J. H. Versteeg
Head of Engineering

SUBJECT: Bridge End Treatment
Judkins Point Structure
Judkins Pt.-Goshen Section

There has been considerable discussion regarding the bridge end treatments on subject project. The study plans show the placement of reinforced bridge end panels supported on a sheet pile wall at the [redacted] Overcrossing at Goshen. There would also be a digout for full depth pavement at each end of the structure.

Region is proposing a similar treatment for the south end of the Willamette River Bridge at the north end of the project. The traffic handling problem is nearly identical in both instances, except that the Willamette River Bridge is slightly wider.

Our proposal then is to specify standard reinforced bridge end panels supported on the existing paving ledges, with a digout of 180'. We would replace the digout using CTB and Class "B" asphaltic concrete. Ellis Jones feels that we can keep the lane closure down to 5 or 6 days per lane by specifying a continuous prosecution of the operation using either 2 or 3 shifts until completion. They had good success with this on the First Ave.-Pacific Hwy. project on I-105.

Please consider this proposal and incorporate in the final plans if feasible.

jjg/cw

cc Ellis Jones
Larry Asburry

5-17-79
Use sheet pile at structure ends and CTB for taper section. Open to traffic at end of each shift. Gix rec + approved by H Versteeg
DMS

Copy to Gix

1 Versteeg ✓
Anderson
2 Christensen
Olson
3 Sullivan JWE
Terpin
Trout
Wekerlig

Panel-Side Copy
pb.

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MAY 11 1979
ROAD DESIGN SECTION

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1-5

FORM 81-784-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 28, 1979

FROM: Donald N. Stoudenmeyer
Design Engineer Supervisor

SUBJECT: Willamette River-Goshen Sec.
~~Pacific Highway~~
Lane County

TO: MEMO TO THE FILE

A plans-in-hand review on the subject project will be held in Ellis Jones' office in Eugene on Thursday, April 5, 1979, at 9:00 A.M. Transportation for those attending from the Salem area will leave in front of the Transportation Building at 7:45 A.M.

It is anticipated the following items will be discussed:

1. Are A.C. tapers on the structure the proper lengths? Can the 1" A.C. pavement on the structures be built?
2. Location of stockpile site for salvaged material.
3. Is there guardrail in the Goshen Interchange that needs to be blocked out and raised? An acceptable height of bolt over surfacing after the overlay is 19".
4. Is the drainage between Stations 305-322 on the right side adequate?
5. We are removing the extra width pavement between Stations 303-318 on the right. Is this proper?
6. A 2" A.C. leveling course will be included to correct the superelevations.
7. What method is used to keep encased pipe from floating?
8. Concrete barrier will be used instead of guardrail on the L^{4}R line from Station 189+42-214+80 as a combination shoulder barrier and sound attenuator. Sound readings have been taken recently and will be repeated after construction to measure the effectiveness.

DNS:cj
cc: Jim Gix
J. Sullivan
Tom Lowe
C. T. Keasey
D. Stoudenmeyer
R. Henry

1 Versteeg ✓
Anderson
2 Christensen Doc
Olson
3 Sullivan JWS
Terpin
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ROAD DESIGN SECTION

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8975 Form FHWA 121 (Rev. 5-73)

2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem, OR 97301

DATE: March 13, 1979

In reply refer to: HFO.3-OR

SUBJECT: Oregon Project I-5-3(-)
Willamette River to Goshen Section
Lane County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

I approve the lump sum salvage value of $250 for existing sign bridge at the East end of Goshen Interchange as requested in Mr. Christensen's March 9, 1979, letter.

G.K. [illegible]
for G. L. Green

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MAR 20 '79
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FOR
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cy Mocking
Shirley

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2

TRANSPORTATION BUILDING   SALEM, OR 97310

March 9, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

Dear Mr. Green:

Re: Willamette River-Goshen Section
Pacific Highway
Lane County

We propose to require the contractor on the project to remove an existing sign bridge at the east end of the Goshen Interchange.

The contractor will stockpile the structure in the Laurelwood Maintenance Yard along with the guardrail members previously approved for salvage by your office. Salvage value of the sign bridge is estimated at $250, which will be credited to the project.

This proposal was discussed by telephone with Mr. Lowe of FHWA. Your approval to salvage this structure is requested.

Very truly yours,
ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

DNS:cj

cc: E. S. Hunter

bc: G. Wimer
D. H. Moehring
A. Shirley
J. Sullivan
D. Stoudenmeyer

1 Versteeg ✓
Christensen
George
Olson
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1-5
Willamette Hwy-
Goshen
Interchange

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic (DEPT) 378-6537 (TELEPHONE)

TO: Duane O. Christensen
Final Design Engineer

DATE: 3-2-79 ~~February 7, 1979~~

FROM: L. E. George
Traffic Engineer

SUBJECT: Goshen Interchange
Safety Project

Recently this office responded to a request for consideration of two safety improvements on the Willamette Highway within the subject interchange.

One suggestion was to remove a potential hazard involving an existing sign bridge support in the median protected by back-to-back guardrail and a sloped rail design on the leading edge. The suggestion was to utilize an existing sign bridge stored in our maintenance yard to span the entire roadway.

It has come to our attention that the sign bridge in question was not designed as a clear span, but has an offset support 24' from one end. The length of 118'-6" would have been sufficient to clear the 94' pavement.

Due to the lack of accident experience involving this location and the lack of a suitable sign bridge to supply the contractor, it is suggested that no further consideration be given to upgrade this location at this time.

L. E. George
L. E. George
Traffic Engineer

GLC:cs

cc: H. S. Coulter
Alfred Shirley, Jr.

3-2-79
Install new sign bridge over entire hwy. Remove guard rail + install median barrier + attenuator around columns on str.

DWS
App. by Nossner

REFERRED TO
2 [illegible] DOC
[illegible]
FINAL DESIGN ENGINEER

1 Versteeg
2 Christensen DOC
George
Olson
Terpin
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STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. O. Christensen
Final Design Engineer

DATE: January 29, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Safety Considerations
Willamette Highway
Goshen Interchange
ORE58 - Highway No. 18 - M.P. 0.30

This office was asked to consider two potentially hazardous situations in the Goshen Interchange (actually a part of the Willamette Highway) by your staff.

The sign bridge at approximately Engineer Station 84 + 75 facing westbound traffic had one support in the median area. It is presently protected by back-to-back guardrail with a protective end piece. It is suggested that this bridge be removed as a part of the safety project. A location 140 feet east of this existing bridge is 94 feet from the edge of pavement to edge of pavement. An existing used bridge is stored in our maintenance yard and is 118 feet - 6 inches long. The use of this bridge would remove a potential hazard from the median area.

A "U" turn opening has been provided for Goshen traffic to gain access to Interstate 5 to proceed to the north (Eugene). This is not the only route from Goshen to Eugene, but it is, however, the most direct route. It was thought that this opening in existing guardrail could be solved by simply closing the turnaround ramp. A hose type volume count indicated approximately 500 vehicles per day making this movement.

A check of the accidents associated with this somewhat unusual movement revealed that only one turning type accident had occured in the last 5 calendar years.

In summary, sign bridge supports can be eliminated as a potential hazard by installing a stockpiled bridge. The opening in the median has not produced an adverse accident experience and the volume is such that it would be unwise to close the opening. Thus, some sloping end pieces of G.M. rail may be required or other suitable treatment.

L. E. George
Traffic Engineer

GLC:cs
cc: Alfred Shirley, Jr.
R. E. Schroeder

REFERRED TO
3 Beard ___ Stoudenmeyer
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___ Eriksen 2 Watson
___ Hager ___ Dorn ___ Lou
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

1 Versteeg
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___ George
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___ Terpin
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Form FHWA 121 (Rev. 5-73)

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2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 24, 1979

In reply refer to: HFO.3-OR

SUBJECT: I-5-3(-) Willamette River-Goshen Intch.
Pacific Highway
Lane County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation

I approve the overlay thicknesses requested with Mr. Terpin's January 5, 1979, letter (a copy of which is attached).

G. K. Hossner
for G. L. Green

Attachment
Ltr dtd 1-5-79 Terpin to Green

cc:
F. E. Terpin (ODOT)
J. H. Versteeg (ODOT)

RECEIVED
TECHNICAL SERVICES
JAN 29 '79
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FOR

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**OREGON STATE
HIGHWAY DEPARTMENT**

Salem, Oregon
January 5, 1979

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Equitable Center Bldg.
Suite 100
530 Center Street N.E.
Salem, OR 97301

Re: Willamette River-Goshen Interchange
Pacific Highway (FAR 3)
Lane County

Dear Mr. Green:

An evaluation of the overlay requirements on the subject section has been completed. For the major portion of the project the "Williams Method" was used to obtain the result recommended.

Two short sections were stage-constructed. We plan to complete the projects by placing the final stage now. Skid Resistance tests between M.P. 187.95 to 188.67 indicates the need for a friction course (data attached.)

A copy of the overlay design analysis is attached for your review. Should any questions arise about the analysis, they will be promptly answered.

We request your approval of the proposed asphaltic concrete overlays and the friction course.

Very truly yours,

Frank E. Terpin
Frank Terpin
Location Engineer

FET-cjg:af

REC'D
JAN 23 1979
OREGON DIVISION

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Willamette River-Goshen Interchange
Highway: Pacific (FAR 3)
County: Lane
Prefix: 620-1921
Res. Engr.

Date January 3, 1979
(1978-1981)
Traffic Coefficient 10.3
18 kip s.a. per day 2660
R value 9
Frost Penetration - - - -
CBE Total Requirement 33.5"

STRUCTURAL SECTION
EXISTING ROADWAY

ACTUAL THICKNESS	COMPONENT	CREDIT
	Sta. 373± - thru Eq. - 60±	
[illegible] *1.0"	F.C.	
3.0"	A.C.O.L. w/extra allowance (1.0") for leveling.	
	Sta. 60± - 30± S.B.	
[illegible] *1.0"	F.C.	
2.0"	A.C.O.L. w/extra allowance (1.0") for leveling.	
	Sta. 60± - 30± N.B.	
[illegible] **1.0"	F.C. w/extra allowance (1.0") for leveling.	

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Operation Planning

* To be placed at a later date. Skid Tests will determine time for friction course. Four-inch overlay thickness determined by the Williams Method. The three-inch and two-inch overlay was stage constructed on previous projects.

** Based on Skid Tests (see attached sheets.)

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Willamette River-Goshen Interchange
Highway: Pacific (FAR 3)
County: Lane
Prefix: 620-1921
Res. Engr.

Date January 3, 1979
(1978-1981)
Traffic Coefficient 10.3
18 kip s.a. per day 2660
R value 9
Frost Penetration - - - -
CBE Total Requirement 33.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
*1.0"	F.C.	- - -
2.0"	A.C.W.S.	4.0"
15.0"	A.C.B.	30.0"
18.0"		34.0"

EXISTING ROADWAY

Sta. 603+50± thru Eq. - 373±

*1.0"	F.C.
4.0"	A.C.O.L. w/extra allowance (1.0") for leveling.

8975 1-5

Salem, Oregon
January 15, 1979

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

D. O. Christensen
Final Design Engineer

Willamette River-Goshen
Pacific Highway
Lane County

Walt Hart
Bridge Engineer
Building

There are three attenuators proposed at Goshen Interchange. No special type or size has been suggested. Please investigate and design. Included is a plan sheet showing their locations.

DMB:oj
Attachments

RECEIVED
JAN 15 1979
ENGINEERING SECTION

____Vorstrag____
____Christensen____
____George____
____Olsen____
____Turpin____
____Sullivan____
____Scott____
____Anderson____

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 10, 1979

Don

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Willamette River-Goshen
~~Pacific Highway~~
Lane County

TO: Duane Christensen
Final Design Engineer

Norm Henry brought to my attention the fact that the above-named project will soon be prepared for contracting by Final Design.

Notwithstanding previous decisions, I believe we should thoroughly investigate the feasibility of including a separate bicycle path in this project.

DES:lt

REFERRED TO
Beard ✓ Stoudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

No? - without strong Region or local support
H

1 Versteeg ✓
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STATE OF OREGON INTEROFFICE MEMO

TO: D. O. Christensen
Final Design Engineer

DATE: November 29, 1978

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Willamette River-Goshen
[redacted]
Stage Construction

The FHWA approved an overlay for the subject section in the 1968 Interstate Cost Estimate. Therefore, the proposed 4-inch overlay would be eligible for Interstate funds. The related Safety work involving concrete median barrier is also eligible for Interstate funds.

DES:lml

1 Versteeg
2 Christensen DOC
George
Olson
Terpin
3 Sullivan JWB
Scott
Anderson

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BY FINAL DESIGN ENGINEER

Proceed to work up
plans for total project.
DOZ

81-125-1387

8775

1-5

Salem, Oregon
January 4, 1977

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

A. E. Shirley, Jr.
Region 3 Engineer

Willamette River-Goshen Sec.
Pacific Highway

The enclosed sketches indicate the method for feathering the overlay on the existing structures. The recommendations shown are from the Bridge Section (letter dated 9-16-76) and your reply on 12-8-76.

Please indicate, on the sketches, existing pavement conditions at bridge ends and submit your recommendations for any additional type of treatment such as the following:

Precast bridge end panels
Sheet piling
Removal of existing surfacing (depth and length)
Quick set concrete backfill

If none required, please indicate.

LKW:az
Encl.
cc: Walt Hart
L. K. Watson

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JAN 0 4 1977
ROAD
DESIGN
SECTION

Versteeg
Olson
[illegible]
Scott
Swenson
Savage
Trout

Requires Reply ☐
Requires Approval ☐
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8975 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Roseburg, OR 97470
December 8, 1976

J. X. Wilson

FROM: J. X. WILSON
Regional Construction Engineer

SUBJECT: Willamette River-Goshen Section
Pacific Highway (I-5)
Lane County

TO: J. H. Versteeg
Road Design Engineer

Attention D. O. Christensen

My recommendations for pavement-bridge end treatment on the subject project are as follows:

Bridge No.	Treatment
6836A	Taper overlay as indicated in Jerry Backstrand's letter dated Sept. 16, 1976.
6837	Carry surfacing across structure
7732 A	Taper surfacing to bridge ends
7732B	With removal of A.C. from deck, ends of structure will need to be dug out and backfilled with C.T.B. or early set concrete to the necessary length to accommodate the planned total overlay thickness.
8329	Suggest that, in addition to feathering out on the end span, bridge end be dug out 100 feet more or less to allow tapering of overlay thickness.
8433	Assuming a chip seal of "E" mix overlay, should be no problem with tapering at bridge ends.
8445	Jerry Backstrand is taking another look at overlaying center span. If this is feasible, then treatment can be the same as on 8433. If not, we would propose to seal and "E" mix the end spans, stopping at the expansion joints.
8697	Same as 8433
8870	This structure is under a fill now. Proposed overlay can be carried across with no special treatment needed.

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I hope this supplies the information you requested. If not, please let me know what more is needed.

jxw/cw

cc Ellis Jones
J. E. Backstrand

8975 1-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

File: DES

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon 97403

DATE December 3, 1976

TO Norm Henry, Road Design Section

FROM Ellis H. Jones
Ellis H. Jones, Resident Engineer

SUBJECT Judkins Point-Goshen Section
[redacted]
Lane County
Location drainage - Sub-surface roadway drainage

Current discussions with our Region Geologist indicate additional sub-surface drainage should be considered on the above project.

The location data, as we submitted, only provided for a subgrade cut-off perf. pipe at the higher shoulder of the curves.

Our discussions indicate we should provide 6 inch perf. pipes transversely with connections being made to surface drainage structures and culverts where practical. This drainage will pick up the subsurface flow which is currently apparent in the base rock and coming thru the pavement in the noted areas.

We have also noted the need for 3 additional type G-1 inlets at the following stations: 236, 371, and 373+50.

Attached are copies of plan sheets nos. 5, 6, and 7 indicating the locations of the perf. pipe installations. Also, a sketch is included on the method of installation.

CRK/fs
Enclosures
cc: J.X. Wilson
File

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DUANE O. CHRISTENSEN

Salem, Oregon
November 23, 1976

Duane O. Christensen
Final Design Engineer

Willamette River-Goshen Sec.
Pacific Highway

A. E. Shirley, Jr.
Region 3 Engineer

Please furnish recommendations for the following pavement-bridge end treatment:

Bridge Numbers:

6836A (O'xing Franklin Blvd. & SPRR)

6837 (O'xing Riverview St.)

7732A (SB O'xing Hwy. 18)

7732B (NB O'xing Hwy. 18)

8329 (Willamette River-Judkins Point)

8443 (U'xing Conn. No. 2, Judkins Point [Glenwood Interchange]).

8445 (U'xing Hwy. 225--McVay Interchange)

8697 (U'xing NB Hwy. 225, Bloomberg Way--30th Avenue Interchange)

[illegible] (O'xing McVay Access)

Attached is a letter, by J. E. Backstrand dated September 16, 1976, with their proposals for overlaying the structures. Please note that a rubber chip seal is being proposed for structure 7732B.

[illegible]
cc: F. E. Terpin
L. K. Watson

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
September 16, 1976

FILE:

FROM: J. E. Backstrand
Supervising Design Engineer

TO: Mr. D. O. Christensen
Final Design Engineer

SUBJECT:
Judkins Point-Goshen Section
Pacific Highway
Brs. Nos. 6836A, 6837, 7732 A & B
8329, 8443, 8445, 8697 and 8870

The following are recommendations for overlaying the structures within the limits of the above project.

Bridge 6836A, Oxing Franklin Blvd. & SPRR

1. Leave in place existing Class "C" mix A.C.W.S. covering membrane waterproofing system.
2. Taper down proposed overlay from west end of bridge to zero depth at the expansion joint Bent 2 which provides a 58' taper distance and from east end to zero depth at the expansion joint Bent 5 which provides a 73' taper distance.

Bridge 6837, Oxing Riverview St.

1. Leave in place existing A.C.W.S. which is on the travel lanes only = 1/2"
2. Place asphalt-rubber chip seal membrane = 1/2"
3. Place Class "E" mix course = 1"

Total wearing surface including membrane = 2"

Bridge 7732A, SB Oxing Hwy. 18

1. No existing A.C.W.S.
2. Close bridge to traffic. Region is studying detour plan.
3. Install precast bridge end panels both ends.
4. Place asphalt-rubber chip seal membrane = 1/2"
5. Place Class "E" mix course = 1"

Total wearing surface including membrane = 1 1/2"

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BRIDGE SECTION

Bridge 7732B, NB Oxing Hwy. 18

1. Close bridge to traffic. Region is studying detour plan.
2. Remove existing A.C.W.S. (3 1/4" average depth) from entire deck.
3. Install precast bridge end panels both ends.
4. Remove 1/4" existing concrete deck surface from south end of bridge to expansion joint in Span 1 near Bent 2(north end). Place 2" low slump, dense P.C. concrete overlay, increasing thickness to meet existing paving dam at joint near Bent 2.
5. Place 1/2" of asphalt-rubber chip seal membrane on remainder of Span 1 and cover with 1 1/2" Class "B" or "C" mix course plus 1" Class "E" mix course.

Bridge 8329, Willamette R. (Judkins Point)

1. No existing A.C.W.S.
2. No membrane required.
3. Taper down proposed overlay from the south end of the bridge to zero depth at the first expansion joint which allows 40' of taper distance for the NB lanes and 100' for the SB lanes.

Bridge 8443, Uxing Connection No. 2, Judkins Point (Glenwood Intch.)

1. No existing A.C.W.S.
2. Place asphalt-rubber chip seal membrane = 1/2"
3. Place Class "E" mix course = 1"

Total wearing surface including membrane = 1 1/2"

Bridge 8445, Uxing Hwy. 225 (McVay Intch.)

1. No existing A.C.W.S.
2. Seal major deck cracks with epoxy grout.
3. Leave existing concrete deck bare.
   Note: This is a tentative solution. Region is studying the possibility of membrane waterproofing and overlaying the end spans only.

Bridge 8697, Uxing NB Hwy. 225, Bloomberg Way (30th Ave. Intch.)

1. No existing A.C.W.S.
2. Place asphalt-rubber chip seal membrane = 1/2"
3. Place Class "E" mix course = 1"

Total wearing surface including membrane = 1 1/2"

Bridge 8870, Oxing McVay Access

1. Leave in place existing 2 1/2' fill and A.C.W.S. = 2'-6"
2. Place Class "B" or "C" mix course = 4"
3. Place Class "E" mix course = 1"

Total fill and A.C.W.S. = 2'-11"

KA:dh

cc C. G. Swenson
W. J. Quinn
A. C. Harwood
J. X. Wilson

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CON 21-2
I-5, J.

FORM 81-784-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 14, 1976

Norman L. Henry

FROM: Norman L. Henry
Senior Designer

SUBJECT: Judkins Pt. - Goshen Section
Pacific Highway
Lane County

TO: MEMO TO THE FILES

On September 8, 1976, a field review meeting was held on the project and at the office of Mr. Ellis Jones, Resident Engineer. The following personnel attended:

J. X. Wilson, Region Construction Engineer
Ellis Jones, Resident Engineer
Carl Kielver, Engineer Assistant
Thomas Lowe, F.H.W.A. Area Engineer
Jerald Backstrand, Bridge Supervision Design Engineer
Norman Mann, Senior Designer
Norman Henry, Senior Designer

Mr. J. X. Wilson recommended the following items:

1. Field Review meetings be held for most projects.

2. An anticipated item for subexcavation and backfill of soft spots in the surfacing.

3. Where possible, without requiring sliverfills, use guardrail "E" distance of 2'.

4. Existing 1-1/2:1 fill slopes flattened to 2:1 slopes where possible. Mr. Henry will figure costs at these locations for further review.

5. Concrete median barrier at bridge columns to extend past the columns and terminate with a trailing terminal. (See attached sketch)

6. Slotted drain pipes, with an inlet, be used at special locations, such as super elevation transitions, flat grades, etc.

7. Boring or jacking of cross pipe should not be allowed because of rock embankments.

8. Pipe under pavement, longitudinal and transverse, be backfilled with a con

filled with a concrete mix (4 sack--1" commercial aggregate).

9. Surfacing overlay be extended through the Goshen Interchange.

10. On the Willamette Highway at Goshen Interchange, Sta. 78 to 85, the median barrier should not be eliminated because of possible left turn movements from the "Lwe" Line. This removes the need for revising the sign bridge. Install concrete median barrier with one attenuater and two 25' leading terminals. Also, construct an acceleration lane for "Lwe" Line.

11. At Sta. 323+50 to Sta. 330+50 flatten slopes to 4:1 and extend R.C.B.C. as required.

12. At Sta. 344+60 Lt. construct concrete diversion box and regrade ditch.

13. Drain curbs are not necessary except to replace the existing curb and to protect new embankment slopes.

14. Construct concrete aprons on inlets, in the Glen Wood Interchange, for easier maintenance.

15. The material source is to be contractor furnished.

Mr. Thomas Lowe, of F.H.W.A., agreed with the installation of the CLR-6 fence and to consider the full length overlaying of the on and off ramp at Judkins Point Interchange.

Mr. Ellis Jones is to furnish additional cross sections, location of additional perforated pipe, and cost for an anticipated item to remove and backfill soft spots in the surfacing.

Mr. Norman Henry is to check the vertical clearance and accident report for the on and off ramps at Judkins Point Interchange.

MLM:az
cc: J. X. Wilson
Ellis Jones
Thomas Lowe, F.H.W.A.
Jerald Backstrand
L. K. Watson
C. G. Swenson

1 Versteeg ✓
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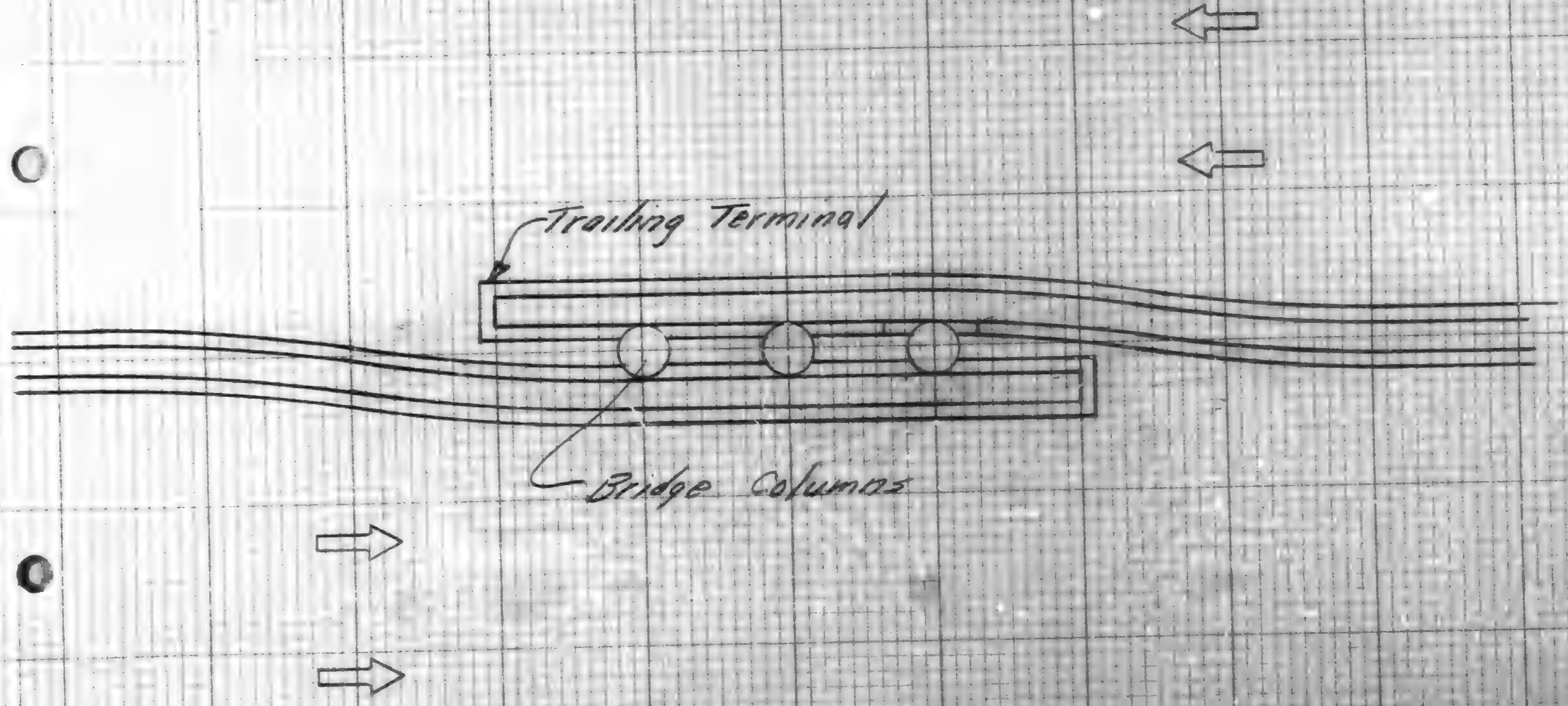
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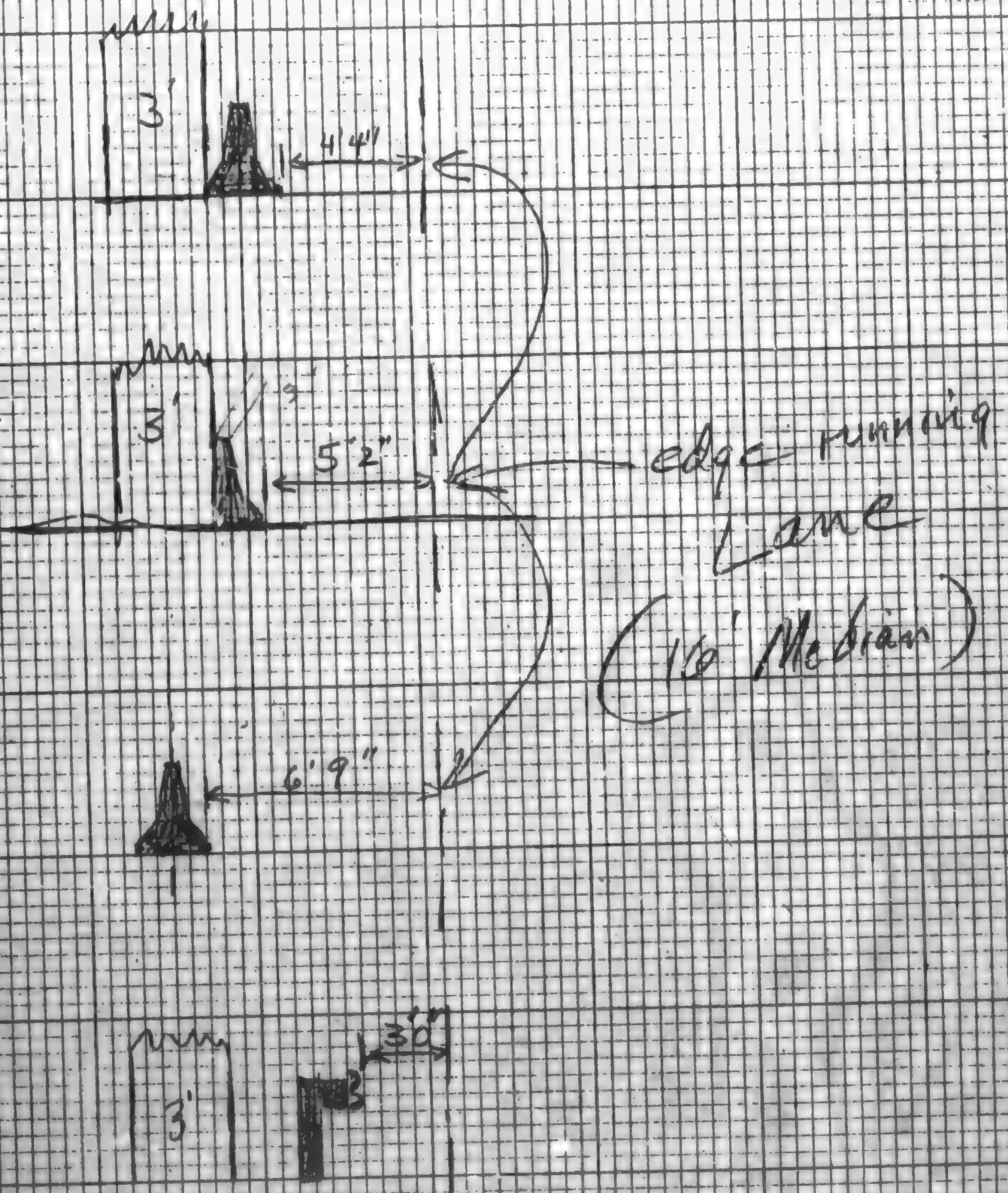
Conc. Median Barrier @ Bridge Columns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FORM 2.30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

File: DES 23-1

Eugene, Oregon

DATE August 25, 1976

TO Len Wallace, Bridge Design Engineer
attn: Ken Archibald

FROM Ellis H. Jones, Resident Engineer

SUBJECT Condition of Bridge Decks
Judkins Point-Goshen
Location Project

Attached please find the requested information concerning the condition of the bridge decks on the above location project.

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Enclosures
cc: J.X. Wilson, Region
File

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8-27-76
CC: J.H. Versteeg

Judkins Point-Goshen
Location Project

Bridge#	Bridge Deck Location	Evaluations and Recommendations
6837	O'Xing Riverview St.	Strip A.C., seal deck, & install wearing surface.
*B8443	Glenwood Interchange	Seal deck and install wearing surface.
8445	McVay Interchange	Entire deck should be sealed and wearing surface installed, but consideration should be given to overloading the center steel spans because they are over deflected at the present time.
*8697	30th Ave. Interchange	Seal deck and install wearing surface.
6836A	O'Xing Franklin Blvd. and SPRR	Install "E" mix across end spans to first joint only. Entire deck has membrane water proofing at present time. Advantages of removal and reinstallation of deck joints do not seem justified at this time. Present wearing surface in good condition.
7732B	(NB) O'Xing Hwy 58 (State Hwy #18)	Strip A.C., seal deck, and install sufficient amount of wearing surface to reestablish existing grades.
7732A	(SB) O'Xing Hwy 58 (State Hwy #18)	Seal deck and install wearing surface.
*B8443 & 8697		Installation of deck sealing system and wearing surface can only be justified on the basis of preventative maintenance.

Note: All bridge approaches show signs of repeated patching of the A.C. due to settlement of the embankment.

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CON 21-2
I-5, S

Salem, Oregon
August 25, 1976

Lyle K. Watson
Lyle K. Watson
Design Team Supervisor

Judkins Point-Goshen
Pacific Highway
Linn County

J. X. Wilson
Regional Construction Engineer

I am sending you one print of the project as was discussed by phone on Friday the 20th.

The overlay thickness for the ramps and mainline are indicated in red. The pavings limits have been shown in yellow. These limits have been reviewed with Tom Lowe of F.H.W.A., and has his approval. The base design will be submitted for final approval on this basis.

At the beginning of the project, the entrance and exit ramps from Franklin Boulevard, should be reviewed for the overlay limits. Please submit cross-sections and any other items of these ramps that need reconstruction or revision.

Contract dates and future overlays are indicated in red through the Goshen Interchange. Mainline, ramps, etc., overlays should be included with this same project, if overlay is required.now. At present, the only work scheduled in this area is guardrail, concrete median barrier and illumination along the Willamette Highway connection. Please review this area and make a recommendation to whether the overlay should be included now or delayed until a future contract.

LKW:ez

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Salem, Oregon
July 29, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Judkins Point-Goshen
Pacific Highway
Lane County

A. E. Shirley
Region III Engineer

The Glass Bar along the Willamette River was considered as a prospective material source, except the surfacing mining permit had expired. Will a source be state or contractor furnished?

The letter of transmittal referred to some drainage correction for the "WE" and "WS" lines in Goshen Interchange and the geologist's investigation of the subgrade condition sta. 204 to sta. 220 would be submitted at allater date. This data has bot been received

Should inlets with basins be specified for the median storm sewer? Inlets with basins have been requested on recent projects.

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cc: C. G. Swenson
L. K. Watson

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CON 21-2
I-5, S.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 14, 1976

DHMoehring

FROM: D. H. Moehring
Maintenance Engineer

SUBJECT: Judkins Point-Goshen Section
Excess Guardrail

TO: J. H. Versteeg
Road Design Engineer

By a letter to Glen Green dated July 1, 1976, you requested Federal participation in the salvage of guardrail from the subject section. The salvaged rail was to be stockpiled in the Laurel Hill Maintenance Yard.

The Laurel Hill Maintenance Yard is being considered in a trade with Pape Brothers machinery company; therefore, we should not specify this location for the deposit of guardrail at this time.

Would you please specify the Glenwood site which is located in Glenwood where I-5 crosses the McKenzie Highway. The site is off Jenkins Drive at M.P. 0.33 on the McKenzie Highway.

DHM:ji
cc: Bill Anhorn

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, Oregon 97308

DATE: July 7, 1976

In reply refer to: 1041B.3 -

SUBJECT: I-5-3(-)
Judkins Pt.-Goshen Section
Pacific Highway
Guardrail Salvage

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter,
State Highway Engineer

I concur that it is in the public interest for the State to purchase the extra guardrail salvaged from the above project as proposed in Mr. Christensen's July 1 letter. The amount of $0.0595 per pound for approximately 286,000 pounds will be credited to Federal Aid funding.

G. L. Green
for G. L. Green

REFERRED TO

____ Beard ____ Reed
____ Cole ____ Sample
____ Eriksen ✓ Watson
____ Hager ____ Wolfe

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OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 1, 1976

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Judkins Pt.-Goshen Section
Pacific Highway
Lane County

It is proposed that the contractor on the project remove the existing guard rail and metal median barrier. The contractor will be permitted to use any part of the removed material which meets current standard in the construction of new guardrail. It is anticipated there will be an excess of 39,400 feet of guardrail.

We believe it is in the public interest to salvage this material and make it available for use by the State.

We will specify the unused rail members and hardware remain the property of the State. The contractor will stockpile the salvaged material in the State stockpile site at Laurel Hill Maintenance Yard at the direction of the engineer. The site is in the northeast quadrant of the Judkins Point Interchange.

The project will be credited in the amount of \$0.0595 per pound for the rail members and hardware salvaged. This sum was arrived at as follows:

1. Scrap value of rail members and hardware = \$0.0225 per pound.
2. Extra cost to the contractor for hauling and stockpiling in the stockpile site = \$0.037 per pound.

Initially, the project will be credited for 286,500 pounds at \$0.0595 = \$17,050. The credit to the project will be adjusted when the actual amount of material salvaged and delivered to the

Form 81-734-3132

stockpile site is determined.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:
Duane O. Christensen
D. O. Christensen
Final Design Engineer

WHS:az
cc: E. S. Hunter
L. W. Rulien
D. H. Moehring
A. J. Shirley
C. G. Swenson
Lyle K. Watson

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 24, 1976

Donald E Shaffer

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Judkins Point-Goshen Safety Project

TO: James H. Versteeg
Road Design Engineer

A bikeway along this project was proposed by some of the bicycle enthusiasts in the area. The Lane Council of Governments committee decided in favor of putting bicycle moneys into a Franklin Boulevard bikeway instead of along the freeway. A poll of the Lane Community College revealed a lack of interest in this facility. For these reasons, Tom Lowe of the Federal Highway Administration and Ellis Jones of the Highway Division concluded that the plan to include a bikeway in this project should be dropped.

After consideration of the sequence of events, Glenn Hossner and I have agreed that we will not construct a bikeway in conjunction with this project.

DES:jp
cc Glenn Hossner, FHWA
Ellis Jones

1 Versteeg ✓
2 Olson EQ
3 Chessman Doc
Scott
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UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-3(-)190
Judkins Point-Goshen Section
Pacific Highway
Lane County
Project Assessment

DATE: May 12, 1976

In reply refer to: 1041B.3

NOTED
E. S. HUNTER

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's April 23, 1976 letter has been reviewed. We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

for William
G. L. Green

cc:
OSHD (Laux)
OSHD (Potter)
OSHD (Region 3, Engelmann)

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STATE HWY ENGR
MAY 17 '76
REFER TO
Rulien
FOR
Info Inves H/D D/R Sign [✓ Act] File

cy Schneider
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FORM [illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

ROSEBURG, OREGON 97470

LOC 16-1

DATE APRIL 8, 1976

TO ELLIS JONES
RESIDENT ENGINEER

FROM ELLIOTT PARKER
REGION 3 ENGINEERING GEOLOGIST
by James A. Bilderback
James A. Bilderback
Assist. Reg. 3 Engrg. Geologist

SUBJECT GOSHEN SLIDE M.P. 189.3
JUDKINS PT. GOSHEN SECT.
PACIFIC HWY. LANE COUNTY

1 Versteeg
2 Olson
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INTRODUCTION

Between March 22 and April 6, 1976, our drill crew completed thirteen (13) drill holes within the Northbound, Median and Southbound shoulders between stations 357+50 and 367+00 to ascertain the cause of pavement buckling adjacent to the Goshen Slide. The field program was directed by Pete Bowers and included continuous drive sampling and hand probe penetration testing on the wet slide bench itself. (adjacent to the Southbound shoulder).

OBSERVATIONS AND RECOMMENDATIONS

Long section profiles, drill logs, a x-section profile and a location map have been enclosed to show the results of the observations. Water is the key problem, as grey-brown clays become highly plastic (along some layers and lenses) and cause pavement warping and deformation. Water levels in much of the hole areas are only 3' below the top of the pavement grade. The existing relatively shallow ditch system allows little cutoff from water flowing from the flat slide slope (5+:1) into the subgrade. Additionally, the culvert inlet and outlet are buried with sediment allowing very little water to be removed (and this, too slowly). Obviously the ditch system needs improvement to allow the soft zones to firm up (see profiles). This would include cleanout and deepening of the outlet ditch beyond our R.O.W. fence (recommend deepening of 2½'). This would be necessary to provide a good cutflow gradient and to remove a marsh of vegetative growth.

The soil materials are mostly derived from clayey siltstones (shales) and tuffaceous flow agglomerates. These mixtures of materials can become easily changed from firm to soft and plastic with the addition of water. By deepening the S.B. ditch 3', some of the existing soft zones under the pavement would be thinned by perhaps ½ (by firming up) and thus cause less pressure to buckle the pavement. Some of this buckling pressure is caused by liquified soil flowage from the soft portion of the slide slope. Cobble to boulder sized materials presently are concentrated along the base of

ED TO
Yarbrough Dnu

OBSERVATIONS AND RECOMMENDATIONS (CONT'D)

this soft zone. The slide itself shows no evidence of recent movement other than shallow soil flowage. The deeper ditch section construction might require a guardrail to protect the public.

It is proposed that a rock blanket be placed for a length of 600 feet opposite the S.B. shoulder (base of the slide). This rock blanket has been proposed with six (6) perforated pipes thru the blanket (placed approx. 2' above the bottom of the proposed new concrete lined ditch. The rock blanket is proposed more to slow soil movement by separating water (and to allow sub-excavation drainage) than as a weight ballast. Also, this will allow better continued drainage (shown by the previously placed rock blanket adjacent South), aeration and some lateral support. The blanket section proposed is shown on the enclosed location map. The rock required is estimated at 4700 yd^3. Approximately 3,000 yd^3 of soil would have to be sub-excavated and removed.

It is strongly recommended that a thorough project be done in re-digging and cleaning out inlet and outlet areas and lining ditches with concrete. The correction program as suggested herein (if maintained) is considered a minimum program to minimize pavement deformation and provide a reasonably good surface for years to come. It isn't reasonable to assume that the program will completely drain the subgrade. The present water migration trend is northerly under the pavement sub-base --this spreading must be stopped.

PROSPECTIVE ROCK SOURCES

Potential sources of rock (basalt) which have been used to a limited degree are: 1) a prospect (source #20-149-3) located in the NE¼ SW¼ Sec. 25, T 18S, R3W on the West flank of Short Mtn. (East of Freeway). This is under private ownership and would be approx. a 5 mile one way haul.

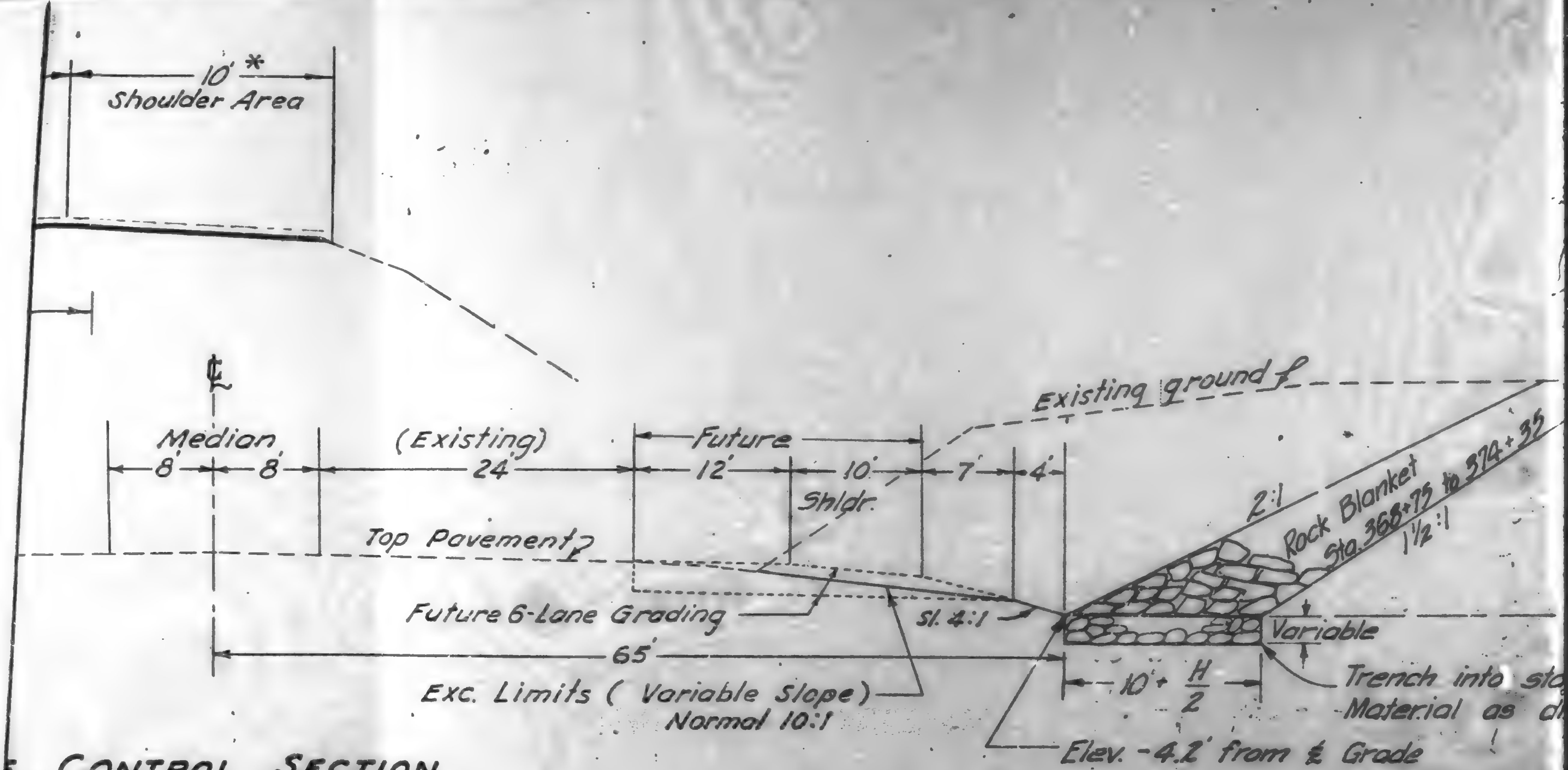
2) The Springfield Rock Products Quarry located just South of Springfield would be approx. a 3½ mile one way haul to the slide (E½ SE¼ Sec. 2, T18S, R3W). This is an established basalt quarry (source #20-50-3) which was used sparingly for maintenance patching (Lab. # 456151--1958).

Both of the above prospective sources are of private ownership and would have to be checked into in further detail.

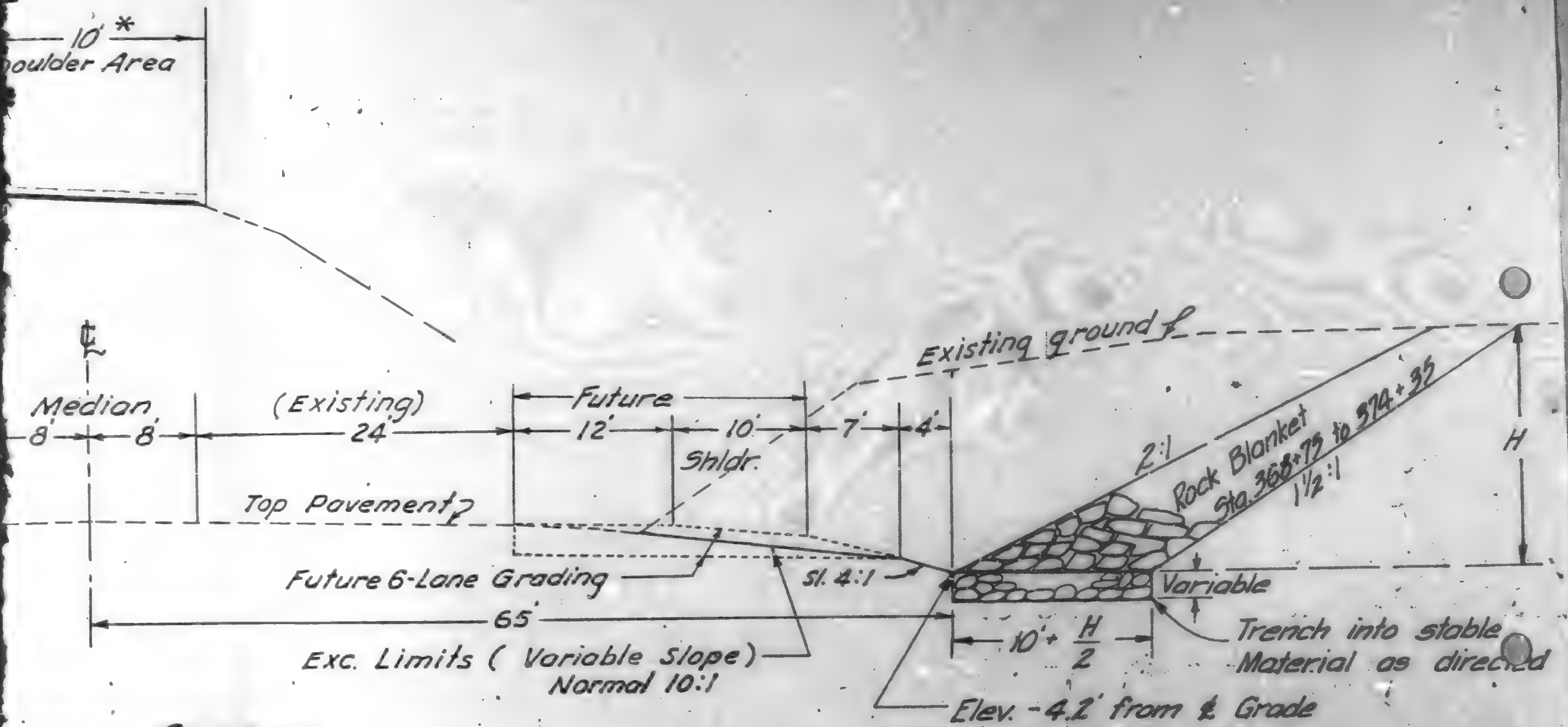
encl.-3 maps
-drill logs

c.c. C.T. Keasey
Frank Terpin
J.X. Wilson

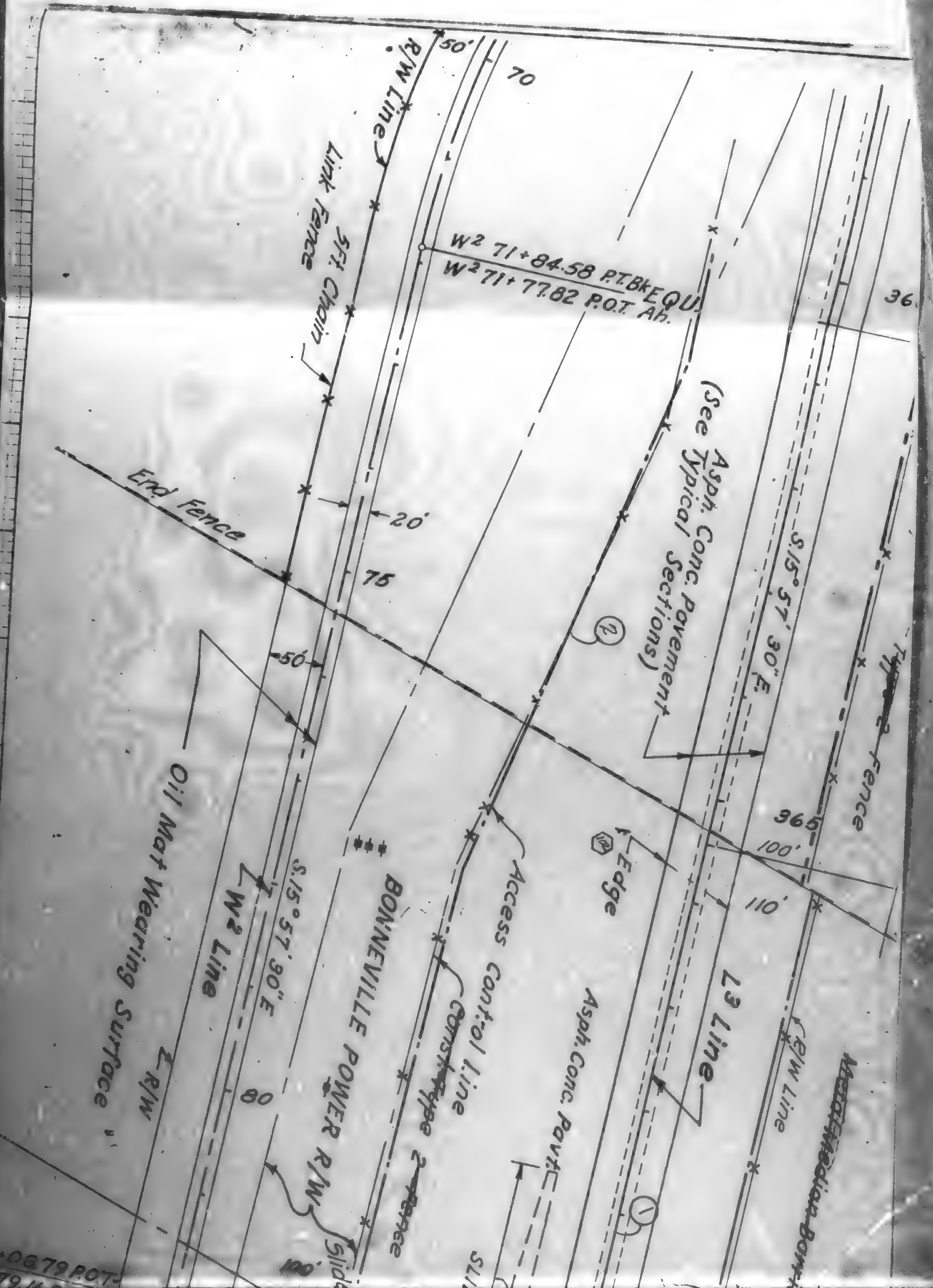
File

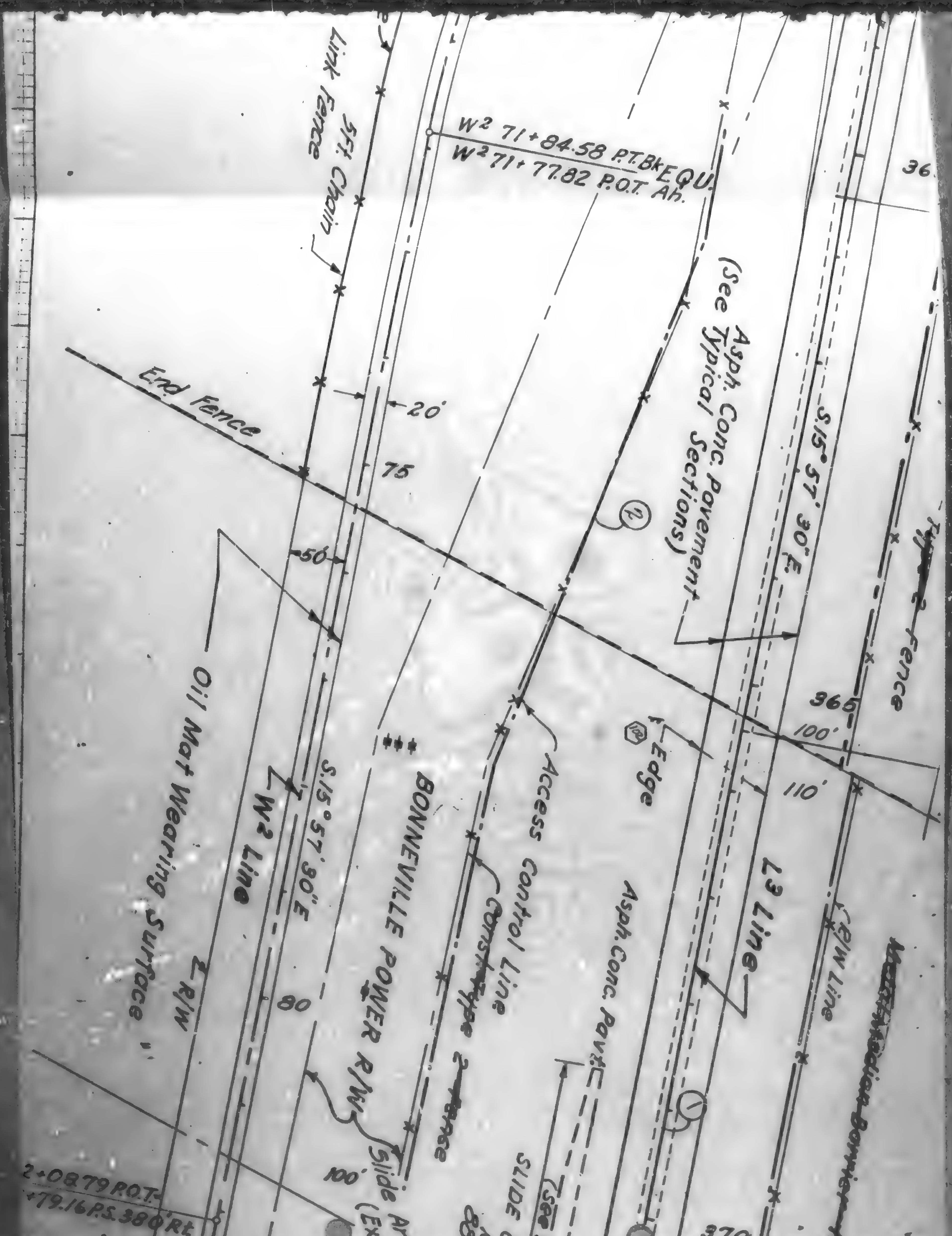

10' *
Shoulder Area
℄
Median
8'
8'
(Existing)
24'
Future
12'
10'
Shldr.
7'
4'
Existing ground ℄
Top Pavement ℄
Future 6-Lane Grading
Sl. 4:1
65'
Exc. Limits (Variable Slope)
Normal 10:1
2:1
Rock Blanket
Sta. 368+75 to 374+35
1½:1
Variable
10'+ $\frac{H}{2}$
Trench into sta
Material as d
Elev. -4.2' from ℄ Grade

CONTROL SECTION
368+75 to STA. 374+35


10' *
oulder Area
℄
Median
8'
8'
(Existing)
24'
Future
12'
10'
Shldr.
7'
4'
Existing ground ℄
Top Pavement ℄
Future 6-Lane Grading
Sl. 4:1
65'
Exc. Limits (Variable Slope)
Normal 10:1
2:1
Rock Blanket
Sta. 368+75 to 374+35
1½:1
H
Variable
10' + H/2
Trench into stable
Material as directed
Elev. -4.2' from ℄ Grade

NTROL SECTION
5 to STA. 374+35


R/W Line
50'
70
5 Ft. Chain
Link Fence
W² 71+84.58 P.T. Bk EQU.
W² 71+77.82 P.O.T. Ah.
36
Asph. Conc. Pavement
(See Typical Sections)
S.15° 57' 30" E.
End Fence
20'
75
50'
Type 2 Fence
365
100'
110'
Edge
Access Control Line
Construction Type 2 Fence
L³ Line
Asph. Conc. Pavt.
R/W Line
Median Barrier
W² Line
S.15° 57' 30" E
BONNEVILLE POWER R/W
Oil Mat Wearing Surface
E R/W
80
Slide
2+08.79 P.O.T.
100


5ft Chain Link Fence
W² 71+84.58 P.T.Bk EQU.
W² 71+77.82 P.O.T. Ah.
36
End Fence
20'
75
50'
Asph. Conc. Pavement
(See Typical Sections)
S.15° 57' 30" E.
Fence
365
100'
110'
Edge
Access Control Line
Construction Fence
BONNEVILLE POWER R/W
S.15° 57' 30" E
W² Line
Oil Mat Wearing Surface
℄ R/W
80
L3 Line
Asph. Conc. Pavt.
R/W Line
~~Median~~ Barrier
Slide Area
(Extra
100'
SLIDE CON
(See Typ
370
2+08.79 P.O.T.
+79.16 P.S. 380' Rt.

1979 N. Albany, Santiam Hwy. 8976
Lebanon Rd. Interch. Pacific
Hwy. (Gr. & pav.)

STATE COPY

1976

cc: State (H S Coulter)	**U.S. DEPARTMENT OF TRANSPORTATION** **FEDERAL HIGHWAY ADMINISTRATION**

FINAL ACCEPTANCE REPORT

4-6-81

REGION NO. 10	REPORT NO. 2	COUNTY Linn	DIVISION Oregon
DATE OF REPORT 4-6-81	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO.
COMPLETION DATE 6-20-80	ACCEPTANCE DATE BY CONTRACT AGENCY 11-26-80	TIME ELAPSED $\frac{249}{250}$ = 99.6 %	CONTRACT TIME 250 CWD
APPROVED EXTENSIONS --	LOCATION N. Albany, Santiam and Lebanon Road Interchanges on Interstate 5 near Albany, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N. ALBANY, SANTIAM & LEBANON RD. INTERCHANGES
PACIFIC HIGHWAY (I-5)
Grading & Paving of Ramps

This project provided for the rehabilitation and resurfacing of the subject interchange ramps which also included safety improvements.

The final project cost underran the original estimate by approximately 3%. This was due mainly to an underrun in A.C. leveling material.

A final inspection of the completed project was made on June 20, 1980. Acceptance is recommended.

RECEIVED
STATE HWY ENGR
APR 13 '81
REFER TO
Beasley
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy to:
4-13-81

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer W. H. Kappus	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer / DATE	TITLE Field Operations Engineer / DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

#8976 12-10-80

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8987	Silver Lake-Summer Lake (M.P. 48.1 - M.P. 75.0) Lake County	November 12, 1980
A-1 Sandblasting & Steam Cleaning Co. No. 9152	Coast Fork Willamette River Br. Lane County	November 13, 1980
Elting, Inc. No. 8709	NE Marine Dr.-NE Failing St. Multnomah County	November 13, 1980
Interstate Slurry Seal, Inc. No. 9170	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	November 13, 1980
Hertz Electric, Inc. No. 8902	Pendleton/John Day Hwy. @ SW 30th St. (Pendleton) Umatilla County	November 13, 1980
Grant County Redi-Mix No. 9077	Spray Rock Production Wheeler & Grant Counties	November 18, 1980
R. A. Hatch Co. No. 9030	Doherty Slide-Nevada State Line Lake & Harney Counties	November 20, 1980
Humbert Asphalting No. 9092	Paul Smith Rd.-S. Main St. (Boardman) Morrow County	November 21, 1980
Rogers Construction, Inc. No. 9160	Boardman (N. Main St.) Morrow County	November 24, 1980
Hughes & Dodd Co. No. 8991	Buck Creek Road Lake County	November 24, 1980
Wildish Corvallis Construction Co. No. 8976	N. Albany, Santiam Hwy. & Lebanon Road Intchges. Linn County	November 26, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Erosion Control, Inc. No. 9109	Grayback Creek Section Josephine County	November 27, 1980
S. D. Spencer & Son No. 8472	S. Ashland Intchge.-Calif. State Line Jackson County	December 3, 1980
Western Mixing Co., Inc. & N. Santiam Sand & Gravel Co., Inc. J.V. No. 8997	Dodge Road-Estacada Clackamas County	December 4, 1980
Roy E. Ladd, Inc. No. 9019	Busway Rigid Frame (N. Banfield Intchge.) Multnomah County	December 4, 1980
Ray E. Wells, Inc. No. 8917	Kingwood St. (Florence) Lane County	December 4, 1980
Hertz Electric, Inc. No. 9121	Molalla Ave. @ Clairmont Way (Oregon City) Clackamas County	December 5, 1980
Bracelin-Yeager Excav. & Trucking No. 9136	Hemlock Ave.-8th Terrace (Coos Bay) Coos County	December 5, 1980
Douglas S. Coats, Inc. No. 9112	Willow Creek Bridge Morrow County	December 5, 1980
D & D Paving Co. No. 9097	Airport Rd. @ Salmon River Hwy. Yamhill County	December 5, 1980
Douglas S. Coats,Inc. No. 9165	Catherine Creek (Wilkinson Rd.) Br. Union County	December 5, 1980
Horton Bros., Inc. No. 9172	Rocky Point-M.P. 310.07 Curry County	December 5, 1980
Eugene Sand & Gravel, Inc. No. 9192	Coburg (Stuart Way) Lane County	December 8, 1980
Douglas S. Coats,Inc. No. 9094	Willow Creek (Glenn Rd.) Bridge Union County	December 9, 1980

December 10, 1980 D. B. Jackmond

For C. T. Keasey
Asst. State Highway Engineer

#8976

December 3, 1980

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

CON 3
#8976

Gentlemen:

On December 2, 1980, we wrote to you concerning release of final payment on Contract No. 8976 awarded to Wildish Corvallis Construction Co. for work on the N. Albany, Santiam Highway and Lebanon Road Interchanges of the Pacific Highway in Linn County.

The total contract amount is $943,454.37 including $17,035.71 for work performed under force account.

Sincerely,

Robert N. Gormsen
COMMISSION SERVICES

kkr
cc: Wildish Corvallis Construction Co.
P. O. Box [illegible]
Corvallis, OR 97330

bc: C. T. Kenney
Walt Hart
C. O. Fredrickson

8976

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N Albany, Santiam, & Lebanon Rd. Intchges

WEEK ENDING: July 5, 1980

SECTION PREFIX: 622-1092

HIGHWAY: Pacific

COUNTY: Linn

NAME OF JOB:

KIND OF WORK: grading and paving

CONTRACTOR: Wildish Corvallis Const. Co.

CONTRACT NUMBER: 8976

FEDERAL AID PROJECT NUMBER: IR-I-5-4(85)228

DATE OF CONTRACT: 7/5/79

DATE WORK STARTED: 8/10/79

COMPLETION DATE: 6/20/80

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR ~~DAYS~~ work 250

WORK DAYS USED

CALENDAR DAYS USED 249

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 99

PROJECT AUTHORIZATION: $ 1,055,593.13

EXCLUSIVE OF ENGINEERING: $ 971,889.71

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 945,000

ESTIMATED PERCENT: OVERRUN / UNDERRUN - 2.7 %

ENGINEERING AUTHORIZATION $ 83,703.42

ENGINEERING COST TO DATE $ 76,000

PERCENT OF AUTHORIZATION 91 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97

DATE PROJECT WAS COMPLETED: 6/20/80

semi final estimate was submitted to Region July 2nd

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
	NA	NA			NA
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	14,100	29,350			19,500
TOTAL QUANTITIES CORRECTED TO DATE	18,051	35,576			17,625
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	same	same			same
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUL 7 1980
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
[illegible]

Richards
Hug
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY June 30, 1980	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi final estimate was delivered to Region Office on July 2nd.

PROJECT COMPLETED
FINAL REPORT

BY: Leon Goodrich
Oliver on vacation

SIGNED Keats Oliver, Res. Engr. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8976

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-216	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 7-27-79 FEDERAL-AID PROJECT AGREEMENT	te Oregon County Linn Project No. IR-I-5-4 (85) 228

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N. Albany-Santiam Hwy. & Lebanon Rd. Intchge. Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-6-79	0.00
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,029,400	$ 909,129

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

xx For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JUL 27 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon, July 19, 1979

Federal Aid Project
No. IR-I-5-4(85)228

N. ALBANY, SANTIAM HWY. & LEBANON RD. INTCHGES. SECTION PACIFIC HIGHWAY IN LINN COUNTY

Project Agreement Estimate

Type Code Y008
Channelization

Mobilization	(90%) All Required			$ 27,180.00
Temporary Protection and Direction of Traffic	(80%) All Required			14,800.00
Temporary Signs	320	Sq.Ft.	6.00	1,920.00
Temporary Barricades	2	Each	50.00	100.00
Temporary Plastic Safety Markers	6	Each	50.00	300.00
Flagmen	1,440	Hour	22.00	31,680.00
Removal of Structures and Obstructions	(90%) All Required			1,980.00
General Excavation	14,100	Cu.Yd.	3.80	53,580.00
Finishing Roadbed and Slopes	All Required			16,000.00
Aggregate Shoulders	7,500	Ton	5.45	40,875.00
Cement Treated Base Mixture	21,850	Ton	8.50	185,725.00
Portland Cement in CTB Mixture	1,200	Ton	65.00	78,000.00
Asphalt in Seal	40	Ton	150.00	6,000.00
Class "B" Asphalt Concrete Mixture	16,000	Ton	12.69	203,040.00
Class "B" Asphalt Concrete Mixture in Leveling	3,500	Ton	12.69	44,415.00
Asphalt Cement in Mixture	1,270	Ton	90.00	114,300.00
Asphalt in Tack Coat	8	Ton	150.00	1,200.00
Guard Rail, Type 2A	1,800	Lin.Ft.	11.50	20,700.00
Guard Rail, Type 3	25	Lin.Ft.	18.90	472.50
Guard Rail Anchors, Type 1	9	Each	315.00	2,835.00
Guard Rail Anchors, Type 2	4	Each	420.00	1,680.00
Rail End Pieces, Type A	4	Each	52.50	210.00
Rail End Pieces, Type C	3	Each	157.50	472.50
Adjust Guard Rail	5,135	Lin.Ft.	2.10	10,783.50
Concrete Island	10	Cu.Yd.	250.00	2,500.00
Delineators	330	Each	19.00	6,270.00
				$ 867,018.50

Anticipated Items		
On the Job Trainees (2 at $800)	All Required	$ 1,600.00
Permanent Pavement Striping	All Required	3,000.00
		$ 4,600.00
	Subtotal	$ 871,618.50
	Engineering	117,668.50
	Total	$ 989,287.00

Oregon State Highway Division
Salem, Oregon, July 19 1979

Federal Aid Project
No. IR-I-5-4(85)228

Type Code Y101
Guardrail

Mobilization	(10%)	All Required		$ 3,020.00
Temporary Protection and Direction of Traffic	(20%)	All Required		3,700.00
Temporary Signs	107	Sq.Ft.	6.00	642.00
Temporary Barricades	2	Each	50.00	100.00
Temporary Plastic Safety Markers	8	Each	50.00	400.00
Flagmen	360	Hour	22.00	7,920.00
Removal of Structures and Obstructions	(10%)	All Required		220.00
Concrete Barrier	600	Lin.Ft.	23.00	13,800.00
24-inch Plastic Glare Shield Blades	240	Each	21.00	5,040.00
Reflectors	55	Each	10.50	577.50
		Subtotal		$ 35,419.50
		Engineering		4,781.50
		Total		$ 40,201.00

Length of Project - - - - - - - - - - - - - - 0.0 miles

Work Retained in Program Status
(not included in amounts below)

Asphalt Cement Adjustment	All Required	$ 22,000.00

SUMMARY OF FUNDS

Description	Code		Total Cost	Federal Funds	State Funds
Channelization	044	(88.15%)	$ 989,287	$ 872,056	$ 117,231
Guardrail	042	(92.22%)	40,201	37,073	3,128
		Total	$ 1,029,488	$ 909,129	$ 120,359

Group 1 96%; Group 2 04%

Contract No. 8976

Prefix 622-10-9-2

N. ALBANY, SANTIAM HWY. & LEBANON RD. INTCHGES.

Non-Participating (State Work)

State Responsibility for Damages	All Required	$ 1,000.00

8976

1-5

DES 16-1

ROAD DESIGN SECTION

July 22, 1980

Keats Oliver
Resident Engineer

Donald M. Stoudenmeyer
Preliminary Design Supervisor

N. Albany, Santiam Highway and
Lebanon Road Interchanges Section
Pacific Highway
Linn County

This letter acknowledges receipt of your narrative report on the subject project. The following are comments on traffic control:

Sequential arrow sign - A policy has been established that we will use sequential arrow signs when we close lanes on multi-lane roadways. Also, typical standard drawings have been formulated showing some of the more common traffic control situations and these use the arrow signs.

It was our intention to provide temporary signs for two work areas. The increased number of work areas and various signs added by field forces account for the overrun of that bid item.

We appreciate receiving these reports as they could be helpful to us in future design work.

DMS:ja

622-1092

NARRATIVE REPORT

N Albany, Santiam Hwy, & Lebanon Road Intchge
Section Pacific Highway
Contract 8976

This was a Federal Aid Interstate Project to resurface the ramps at 3 interchanges.

Traffic Control Summary:
Traffic control for the most part worked very well. The typical off ramp detail on sheet 2E shows the signing sequence deminsions originating from the ramp gore rather than from the start of the cone taper as I feel it should. We had trouble with traffic slowing and backing up for ½ mile or more at the North Albany south bound off ramp until I had the signs moved farther back. Also a high rise sequential arrow should be called for in this type of work. The contractor had one which he used intermittently and you could see a definite improvement in traffic flow when it was in use.

The temporary sign quantity was grossly underestimated. The bid quantity does not even allow 3 full sets of the signs shown on sheet 2E. In addition to those, a ~~mx~~ number of other types of signs were needed; flagmen sequences, bump, abrupt edge, yield ahead, exit arrow, etc.

The stage construction sequences as per the plans worked well.

General:

The plans in general were good and easy to read. One problem area was that the underground wires to the interchange illumination was not shown and ended up being broken in several places at the N. Albany and Santiam Interchanges.

Keats Oliver
Resident Engineer
July 1, 1980

REFERRED TO
2 Board 11/6/80 Steudenmeyer Dorf
Cole Nash
Erikson Watson
Hagen Lee
Dorn Dale
Return Dismiss Do File Copy
BY FINAL DESIGN ENGINEER

Please prepare a reply.

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Anderson Don
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ROAD DESIGN SECTION

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622-1092

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: N Albany, Santiam, & Lebanon Rd Intch
Highway: Pacific
County: Linn

Contract No: 8976
prefix: 622-1092
FA No: IR-I-5-4(85)228

Item#	Item	unit	Original	Semi-final	%(+ or -)

SUMMARY

		Original	Semi-final	%(+ or -)
Bid items	$	902,438.00	911,802.95	+ 1
Anticipated items		27,600.00	17,085.21	- 38
Contingencies		41,851.71	16,806.38	- 60
Engineering		83,703.42	66,000	- 21
Total	$	1,055,593.13	1,011,694.54	- 4

All substantial charges were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

Item#	Item	unit	Original	Semi-final	%(+ or -)
3	temporary signs Contractor and Sub contractor worked on 2 interchanges at the same time.	sq ft	427	1371.8	+ 221
13	asphalt in seal Several CTB areas were not sealed as they were paved the same day.	ton	40	11.69	- 71
15	class B mix in leveling Used all that was needed.	ton	3500	857.5	- 75
17	Asphalt in tack Underestimated.	ton	8	21.65	+ 171
18	guard rail type 2A Several runs of rail adjacent to CTB areas did not have to be removed to excavate and install CTB.	lin ft	1800	803	- 45
19	guard rail type 3 Existing rail was all ready type 3 and did not have to be removed or adjusted.	lin ft	25	0	- 100
23	rail end pieces type C See item 18	each	3	0	- 100

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8936

6-6-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I[illegible]-5-4(85)228

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
90216

COUNTY NAME
Linn

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter, ODOT
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 22 '79

6-22
orig
to

REFER TO
Machining
FOR

Info	Invest	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED
6-6-79

DATE AUTHORIZATION EFFECTIVE
6-6-79

FEDERAL ROUTE NUMBER
Interstate 5

STATE ROUTE NUMBER
Primary 1

GENERAL LOCATION:
North Albany, Santiam Hwy & Lebanon Road Interchanges

GENERAL DESCRIPTION OF WORK:
High type pavement and safety revisions

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) On the job Trainees $1,600
Permanent Pavement Striping
(S.F.) $3,300

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 6-4-79 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,162,194 Federal Funds $1,025,683.

A signed copy of the Title Sheet is returned herewith.

DATE
6-6-79

SIGNATURE OF APPROVING OFFICIAL
G. K. [illegible]

TITLE
for Division Administrator

FORM PR-1240 (REV. 3-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1970-781-018

2

1979 Grand Ronde (M.P. 20.0- 8977
M.P. 21.7) Sec. Salmon River
Hwy, (Gr., pav, & st. wid.)

RR. 969 2-6-79

1977

L

cc: OSHD(Coulter)

STATE COPY

U.S. DE[illegible]TMENT OF TRANSPORTATION
FED[illegible] HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9-13-82

REGION NO. 10	REPORT NO. 2	COUNTY Polk	DIVISION Oregon
DATE OF REPORT 9/13/82	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. F-23(2)
COMPLETION DATE 10/31/80	ACCEPTANCE DATE BY CONTRACT AGENCY 9/22/81	TIME ELAPSED 433 CD	CONTRACT TIME 375 CD
APPROVED EXTENSIONS 32 CD	LOCATION M. P. 20 to M. P. 21.7 on the Salmon River Highway near Grand Ronde, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GRAND RONDE (M.P. 20.0 to M.P. 21.7)
SALMON RIVER HIGHWAY
Grading, Drainage, Structure and Paving

This project provided for widening a two-lane facility to provide for 8 foot shoulders, two 12 foot travel lanes, a turning median (westerly 1.3 mi.) and a 40 foot wide structure over the South Yamhill River.

The total project cost underran the original estimate by approximately 3.0%.

A final inspection of the completed project was made 11/5/80.

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9/21

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STATE HWY ENGR
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FOR

RIGHT OF WAY ADMINISTRATION
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*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 9/17/82	TITLE Field Operations Engineer	DATE 9/20/82

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8977

2.

November 25, 1981

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

COM 3
#8977

Gentlemen:

On September 25, 1981, we wrote to you concerning release of final payment on Contract No. 8977 awarded to Wildish Corvallis Construction Co. for work on the Grand Ronde (M.P. 30.0-M.P. 21.7) Section of the Salmon River Highway in Polk County.

The total contract amount is $1,315,262.11 including $235.82 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Wildish Corvallis Construction Co.
P. O. Box 987
Corvallis, OR 97330

bc: C. T. Kassey
Walt Hart
C. O. Fredrickson

8977

L.

10-7-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
J.C. Compton Co. No. 9235	Fossil Cr.-Bone Cr. Grant County	Sept. 15, 1981
Plumley Rock Crushing, Inc. No. 9299	Chiloquin Rock Prod. Klamath County	Sept. 15, 1981
Supervision, Inc. & Workman Const. Co. No. 9090	Thomas Creek (Devaney) Bridge Linn County	Sept. 17, 1981
Wildish Corvallis Const. Co. No. 8977	Grand Ronde (M.P. 20.0 - 21.7) Polk County	Sept. 22, 1981
R. L. Coats No. 8950	Bend S.C.L.-Murphy Rd. Deschutes County	Sept. 28, 1981

October 7, 1981

For C. T. Keasey
Asst. State Highway Engineer

8977

39

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 16

TO: MEMO TO THE FILE

DATE: August 31, 1981

Fred Eriksen

FROM: Fred Eriksen
Design Engineer Supervisor

SUBJECT: Grand Ronde (M.P. 20.0-M.P. 21.7) Section
Salmon River Highway
Polk County

NOTED
E. S. HUNT

An unusual problem occurred during the construction of this project. Art Gottfried's as-constructed narrative report noted that several approach culverts on the north side near the west end of the project required replacement. The culverts, galvanized steel, were installed during the summer of '79, showed rust deterioration by the following summer and were replaced with asphalt-coated galvanized steel pipe. Other asphalt-coated steel pipes in the area did not show signs of deterioration.

There were a couple of factors considered in trying to determine the cause of the pipes rusting. One factor is the nearby lumber mill and a large sawdust pile. It was theorized that run-off water from the sawdust might be sufficient acidic, flowing through the culverts to cause the deterioration. The other factor is the presence of a 12-inch natural gas pipeline, under the roadway shoulder on the north side. John Jenkins, Engineer of Materials, contacted the gas company and was informed the gas line has cathodic protection. The rectifier is near the mill driveway and the annode beds are 250 to 300 feet underground. This is intended to drain off harmful static charges due to the flow through the pipeline that could cause corrosion.

It is also possible that we got a few bad pieces of pipe, although not very likely. Our system of random sampling is generally quite adequate.

The soil was tested for Rh and found to be nearly neutral.

Discussion with John Jenkins indicated a considerable amount of time and money could be spent trying to determine exactly the cause of the pipe failure. (From the construction plans, approximately 500 feet of 12-inch, 15-inch and 18-inch pipe was affected.) The factor most likely suspect, John thought, would be the natural gas pipeline with its cathodic protection.

It would seem prudent, when we find ourselves in a similar situation in the future, to have the Utility Engineer find out if

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SEP 1 1981
ROAD DESIGN
SECTION

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the gas pipeline has cathodic protection. We could then specify concrete pipe or asphalt-coated pipe and eliminate the possibility of pipe failures.

FE:ja

cc John Jenkins
Roger Trygstad
Carrol Keasey
Gerald Wimer

8977

39

STATE OF OREGON

ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: Art Gottfried
Resident Engineer

DATE: July 28, 1981

FROM: Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

SUBJECT:

Grand Ronde (M.P. 20.0 - M.P. 21.7) Section
Salmon River Highway
Polk County

REGION 2 ENGINEER
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JUL 29 1981
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ULE GEO RSO ENV RFE

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06

Your "as-constructed" narrative report for the project had some interesting comments.

It was surprising that, with all the additional work covered by Price Agreements and the overrun in workdays, the project cost underran the estimate by about 4%.

The rust problem with galvanized steel culvert pipes installed in the fall of '79 was unusual. It would seem there might have been some deficiency in the galvanizing process that caused the loss of the coating.

REFERRED TO
Beard Stoudenmeyer
Cole Mann
1 Eriksen FE Watson
Hager Dorn Lau
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

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FE:ja

cc C. O. Fredrickson

cc Fred Erickson — Are you suggesting our shop inspection & testing of the CMP wasn't representative or accurate? Why then was the problem more prevalent in some ditches than others on the project?

A Wemer

cc Art Gottfried
John Jenkins
CT Kessey

8177

L

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 6-156		County Polk
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 6-18-81	Project Number F-23 (2)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 27, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$1,460,628.00	$ 1,468,664.00
Federal funds	$1,287,542.00	$ 1,294,626.00
Other revisions		

This modification is made for the following reasons: To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of June, 1981.

Oregon State Highway Division
(Official name of Highway Agency)

By

Ass't. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 17, 1981

Federal Aid Project
No. F-23 (2)

Grand Ronde (M.P. 20.0 - M.P. 21.7) Section
Salmon River Highway
Polk County

Revised Project Agreement Estimate

Type Code 6204
Roadway (Sta. 1059 + 00 to Sta. 1138 + 73) (Sta. 1140 + 04 to Sta. 1145 + 00)

Subtotal of previous estimate of July 19, 1979	$ 1,037,132.55
Subtotal	1,037,132.55
Engineering	137,647.45
Total	$ 1,174,780.00

Type Code X021
Structure (Br. #1612 A) (Sta. 1138 + 73 to Sta. 1140 + 04)

Total the same as previous estimate of July 19, 1979	$ 293,884.00

Length of Roadway - - - - - - - - 1.604 mi.
Length of Structure - - - - - - - 0.025 mi.
Cost of Roadway Per Mile- - - - - $ 732,406.48

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,174,780.00	$1,035,568.00	$ 139,212.00
Structure	293,884.00	259,058.00	34,826.00
Total	$1,468,664.00	$1,294,626.00	$ 174,038.00

Group 1 - 100%
Contract No. 8977
Prefix 27 - 1945A
Prefix 27 - 1091

8977 . . .

STATE COPY

2

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-206	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 7-27-79	State Oregon County Polk Project No. F-23 (2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Grand Ronde (M.P. 20.0-M.P. 21.7) Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-6-79	1.620
OTHER *(Specify)*		

FUNDS Pro Rata 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 1,460,628	FEDERAL FUNDS $ 1,287,542

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JUL 27 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certification and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, July 19, 1979

Federal Aid Project
No. F-23 (2)

GRAND RONDE (M.P. 20.0-M.P. 21.7) SECTION
SALMON RIVER HIGHWAY
POLK COUNTY

Project Agreement Estimate

Type Code 6204
Roadway (Sta. 1059+00 to Sta. 1138+73) (Sta. 1140+04 to Sta. 1145+00)

Furnishing Field Laboratory	1	Each	1000.00	$ 1,000.00
Mobilization		All Required		41,000.00
Temporary Protection and Direction of Traffic		All Required		9,500.00
Temporary Signs	419	Sq.Ft.	6.00	2,514.00
Temporary Barricades	23	Each	65.00	1,495.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	175	Lin.Ft.	4.20	735.00
Temporary Guard Rail, Type 1A Modified, Reflectorized	250	Lin.Ft.	30.00	7,500.00
Temporary Delineators	30	Each	9.25	277.50
Temporary Reflective Pavement Markers	46	Each	9.25	425.50
Flagmen	1,000	Hour	23.00	23,000.00
Clearing and Grubbing		All Required		2,500.00
Removal of Structures and Obstructions		All Required		1,300.00
Ditch Excavation	475	Cu.Yd.	3.50	1,662.50
Embankment in Place	11,925	Cu.Yd.	3.20	38,160.00
Toe Trench Excavation	370	Cu.Yd.	5.50	2,035.00
Trench Excavation	590	Cu.Yd.	4.00	2,360.00
Finishing Roadbed and Slopes		All Required		7,000.00
Watering	175	M-Gal.	10.00	1,750.00
Structure Excavation	30	Cu.Yd.	20.00	600.00
Aggregate Shoulders	4,000	Ton	7.50	30,000.00
Cement Treated Base Mixture	2,000	Ton	12.00	24,000.00
Portland Cement in CTB Mixture	110	Ton	75.00	8,250.00
Class "B" Asphalt Concrete Mixture	33,360	Ton	14.50	483,720.00
Asphalt Cement in Mixture	2,170	Ton	90.25	195,842.50
Asphalt in Tack Coat	12	Ton	200.00	2,400.00
12-inch Culvert Pipe	602	Lin.Ft.	8.50	5,117.00
15-inch Culvert Pipe	222	Lin.Ft.	9.60	2,131.20
18-inch Culvert Pipe	278	Lin.Ft.	11.00	3,058.00
24-inch Culvert Pipe	456	Lin.Ft.	13.50	6,156.00
12-inch Sewer Pipe	40	Lin.Ft.	9.00	360.00
18-inch Sewer Pipe	92	Lin.Ft.	12.00	1,104.00
Extra for Pipe Under Pavement	171	Lin.Ft.	10.00	1,710.00
Concrete Inlets, Type G1	2	Each	550.00	1,100.00
12-inch Drain Pipe	610	Lin.Ft.	8.25	5,032.50
Fiber Filter	550	Sq.Yd.	1.00	550.00

Gravel in Drains	85 Cu.Yd.	12.00	$ 1,020.00
Guard Rail, Type 2A	2,113 Lin.Ft.	14.20	30,004.60
Guard Rail, Type 3	100 Lin.Ft.	25.20	2,520.00
Guard Rail Anchors, Type 1	12 Each	275.00	3,300.00
Rail End Pieces, Type C	12 Each	160.00	1,920.00
Type 2 Fence	1,710 Lin.Ft.	3.50	5,985.00
16' Single Gates	3 Each	700.00	2,100.00
Concrete Curbs	550 Lin.Ft.	6.00	3,300.00
Extra for Asphalt Apprcaches	39 Each	100.00	3,900.00
Concrete Barrier	563 Lin.Ft.	31.00	17,453.00
Paved Culvert End Slopes	170 Sq.Ft.	4.00	680.00
Loose Riprap, Class 700	1,070 Cu.Yd.	20.00	21,400.00
Filter Blanket	220 Cu.Yd.	15.00	3,300.00
Delineators	70 Each	14.00	980.00
Adjusting Inlets	1 Each	300.00	300.00
Capping Inlets	1 Each	400.00	400.00
Roadside Seeding and Mulching	5 Acre	475.00	2,375.00
Rock Gabions	50 Cu.Yd.	50.00	2,500.00
Removal of Existing Sign Installations	All Required		300.00
Wood Sign Posts	All Required		900.00
Type "C" and "D" Signs in Place	283 Sq.Ft.	4.75	1,344.25
Type "U" Signs in Place	45 Sq.Ft.	9.00	405.00
Move and Reinstall Existing Signs	All Required		2,000.00
			$ 1,023,732.55

Anticipated Items		
Railroad Protective Costs	All Required	$ 4,400.00
Permanent Pavement Striping	All Required	1,400.00
Temporary Pavement Striping	All Required	1,000.00
Temporary Erosion Control	All Required	5,000.00
On the Job Trainees	All Required	1,600.00
		$ 13,400.00
	Subtotal	$ 1,037,132.55
	Engineering	129,641.45
	Total	$ 1,166,774.00

Type Code X021
Structure (Br. #1612A) (Sta. 1138+73 to Sta. 1140+04)

Alterations to Existing Structure	All Required		$ 36,750.00
Sharing, Cribbing, Etc.	All Required		54,600.00
Structure Excavation	410 Cu.Yd.	21.00	8,610.00
Structure Excavation Below Elevations Shown	40 Cu.Yd.	21.00	840.00
Furnish HP10x42 Steel Piling	256 Lin.Ft.	15.00	3,840.00
Drive Steel Piles	8 Each	260.00	2,080.00

Splice Steel Piles	2 Each	55.00	$ 110.00
Steel Sheet Piling	All Required		32,500.00
Structural Concrete, Class 3300 (120 c.y. at $375)	All Required		30,000.00
Structural Concrete, Class 4500 (182 c.y. at $350)	All Required		53,500.00
Reinforcement (57,500 @0.50)	All Required		30,000.00
Asphalt Membrane	560 Sq.Yd.	15.00	8,400.00
	Subtotal		$ 261,230.00
	Engineering		32,654.00
	Total		$ 293,884.00

Length of Roadway - - - - - - - - - 1.604 mi.
Length of Structure - - - - - - - - 0.025 mi.
Cost of Roadway Per Mile - - - - - - - $ 727,415.21

Work Retained in Program Status
(Not included in amounts below)

Work by United Telco of N.W.	All Required	$ 3,000.00
Work by P.G.E.	All Required	2,500.00
Install and Remove Temp. Sedementary Dam	All Required	1,000.00
Install 8" Casing for Water Pipe	All Required	200.00
State Furnished Asphalt Cement Adjustment	All Required	35,000.00
Work by Railroad to Remove Tracks and Move Switch	All Required	500.00*

* Change to R/W Project TQF 23 (1)

Summary of Funds (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 1,166,744	$ 1,028,484	$ 138,260
Structure	293,884	259,058	34,826
Total	$ 1,460,628	$ 1,287,542	$ 173,086

Group 1 100%
Contract No. 8977
Prefix 27-1945A
Prefix 27-1091

Oregon State Highway Division
Salem, Oregon, July 19, 1979

Federal Aid Project
No. F-23 (2)

GRAND RONDE (M.P. 20.0 to M.P. 21.7)
Nonparticipating - State Work

State Responsibility for Damages	All Required		$ 1,000.00
Furnish Mailbox Posts	All Required		120.00
Setting Mailbox Posts	7 Each	100.00	700.00

8977

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
DEC 11 '80
RE:
FOR
Info Inves R/D D/R Supn Act File

In Reply Refer to File No.: CON 5 #8977

NOTED
H.S. COULTER

December 10, 1980

Wildish Corvallis Construction Company
Post Office Box 987
Corvallis, OR 97330

Re: Time Extension Request
Grand Ronde (M.P. 20.0-21.7)
FAP No. F-23(2)
Contract No. 8977

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 32 calendar days is granted due to extra work performed.

According to our records, the project was not delayed by installing and removing the silt dam; pumping and filling the existing septic tank was contract work required under bid item No. 12; the project was delayed five workdays (seven calendar days) while performing the extra work of installing sewer line, constructing concrete wall and placing concrete slope protection; the project was delayed a possible 25 calendar days in the extra work of removal and replacement of culvert pipes; the contract was not delayed awaiting the delivery of the extra culvert pipe since no contract time was charged during that period of time.

Time extension requests should be accompanied by details and documentation sufficient to demonstrate reasons for actual delays in project completion. Submission of such data will enhance our ability to make equitable adjustment to contract time.

There remains 26 calendar days of liquidated damages under this contract.

Please contact Resident Engineer Gottfried if you wish to submit additional data or to review this matter further.

Sincerely,
C. T. Keasey
Assistant State Highway Engineer
By O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr
cc: H. S. Coulter (w/att.)
C. D. Fredrickson
Art Gottfried
FHWA (w/att.)
Robert Church

Form 734-3122

27-1091

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey
ASSISTANT STATE HIGHWAY ENGINEER

DATE: December 3, 1980

FROM: Gerald Wimer
REGION 2 CONSTRUCTION ENGINEER

RECEIVED
DEC5 1980
CONSTRUCTION
BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Gloss
Richards
Berg
Inloes
Widmer
Gebauer
Church

SUBJECT: Time Extension Request
Grand Ronde (MP 20.0 - 21.7)
Salmon River Highway
Contract 8977

Wildish Corvallis Construction Company by the attached formal request asks for an additional 65 calendar days (cd's) to complete the subject project on which we originally allowed 375 cd's which would make a new total time authorization of 430 cd's. Actually the project took 433 cd's or an overrun of 58 cd's. Supporting the contractor's request is the consent of their surety and a list of seven items explaining why the contractor thinks he is entitled to additional time. Copies of each of these are also attached.

Resident Engineer Art Gottfried in his attached November 30 letter of analysis justifies 13 cd's. This office concurs with Mr. Gottfried's analysis except for the following items which he agrees in revising:

1. Items 3, 4, and 5 are actually expressed in work days and should be prorated to calendar days. These five work days now become seven calendar days. With respect to item 6, the contract work was basically completed and it took the contractor 25 additional cd's to perform this extra work item of removing and replacing the road approach culverts. Since the contract work was basically completed and the contractor could not schedule this extra work as efficiently as he might otherwise, it is inappropriate for us to deny the contractor these inefficiencies in his actual performance of this particular item. If you do not agree with this second analysis, the eight days it actually took to make this installation were all work days which should be prorated to 10 cd's.

2. To resummarize the recommendation of Mr. Gottfried and this office:

12-16-80

CTK:
I concur with Region.

Continued...

Number	Description	Calendar Days Recommended
1	Install & remove silt dam	0
2	Pump & fill existing septic tank	0
3,4,&5	Install 270 L.F. of sewer pipe Install concrete retaining wall Place 5,000 Sq. Ft. Concrete slope protection	7
6	Remove & replace culverts	25
7	Awaiting delivery of culvert pipes	0
TOTAL		32

This recommendation of 32 cd's be granted still leaves 26 cd's of liquidated damages at $200 each for a total of $5,200 of liquidated damages. I'm sure our costs increased by that amount due to added engineering costs let alone the inconveniences to the highway motorist.

GW/rgb
cc: Art Gottfried

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
November 20, 1980

FILE: CON 5
27-1091

Art Gottfried

FROM: Art Gottfried
Resident Engineer

TO: Gerald Wimer
Region Construction Engineer

SUBJECT: Grand Ronde (MP 20.0 - 21.7)
Salmon River Highway
Polk County
Contract No. 8977

Request For Time Extension

REGION 2 ENGINEER
RECEIVED
NOV 26 1980
RLE RSE
RE RCE RME RTE ROE
ULE SEC RSO ENV RFE

Enclosed for your consideration and forwarding is Wildish Corvallis Construction company's request for 65 additional calendar days. Below is our analysis of the events and the time involved.

I. Wildish requests three calendar days for installing and removing silt dam August 7, 8 and September 19, 1979.

Wildish worked 2 hours August 7, with a blade, installing silt dam with two loads of river run rock. I have no record of them working August 8. Wildish removed the silt dam September 19 with one loader and two trucks.

This work was very minor and three men with one loader and two trucks were used for two hours on two seperate days. However, Wildish had 12 men working August 8 and 30 men working September 19.

I recommend that no additional calendar days be granted.

II. Wildish requests two calendar days for pumping and filling existing septic tank October 15 & 16, 1979. This was not extra work, it was included in bid item no. 12.

I recommend that no additional calendar days be granted.

III. Wildish requests four calendar days for installing 270 lineal feet of sewer line. I only have record of the contractor working one day October 10, 1979. Since this is extra work and was the major work done that day I recommend 1 additional calendar day be granted.

IV. Wildish requests seven calendar days for concrete retaining wall installation October 18 - 25, 1979. I have record of the contractor working six days on the retaining wall. However, other work was being done on the project. Since this is extra work and consisted of approximately 50% of the work. I recommend 3 additional calendar days be granted.

V. Wildish requests four additional calendar days for placing 3,000 square feet of concrete slope protection. However, I only have record of them working two days. Since this is extra work and consisted of approximately 50% of the work I recommend 1 additional calendar day be granted.

VI. Wildish requests 25 additional calendar days for removing and replacing deteriorating culverts. However, I only have record of them working eight days during this period. Since this is extra work and the only work done on these days I recommend 8 additional calendar days be granted.

VII. Wildish requests 20 additional days awaiting delivery of the culverts mentioned in item VI. A stop work order was issued and no workdays were charged during this period so I recommend no additional calendar days be granted.

SUMMARY:

The contractor made a very poor effort to complete the job on time and caused us to overrun our engineering. He left the project for six weeks during good weather in the fall of 1979 and he only worked 19 days during the 57 days overrun. Many times during these periods the contractor would say he was going to work and would not show up and our crew would be there waiting for him.

However, in spite of his poor effort, he did do extra work and we should allow hime time to cover this extra work.

1.	Install & remove silt dam	0	Calendar Days
2.	Pump & fill existing septic tank	0	"
3.	Install 270 L. F. of sewer line	1	"
4.	Install concrete retaining wall	3	"
5.	Place 5,000 sq. ft. of concrete slope protection	1	"
6.	Remove & replace culverts	8	"
7.	Awaiting delivery of culvert pipe	0	"
	Total	13	"

AAG/rdf
Enc.
cc: File

8977 6.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Grand Ronde (MP20.0-MP21.7)		WEEK ENDING 11/8/80
		SECTION PREFIX 27-1091
	HIGHWAY Salmon River	COUNTY Polk
NAME OF JOB Grand Ronde (MP 20.0 - MP 21.7)	KIND OF WORK Grading, Paving, and Structure Widening	
CONTRACTOR Wildish Corvallis Construction Co.	CONTRACT NUMBER 8977	FEDERAL AID PROJECT NUMBER F-23(2)
DATE OF CONTRACT 7/5/79	DATE WORK STARTED 7/18/79	ESTIMATED COMPLETION DATE 10/31/80
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN. 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 375	CALENDAR DAYS USED 433
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 115
PROJECT AUTHORIZATION. $1,510,180.36		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $1,402,789.76	ENGINEERING AUTHORIZATION $107,390.60	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $1,457,389.36	ENGINEERING COST TO DATE $121,930.10	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT. OVERRUN XXXXXXX 4 %	PERCENT OF AUTHORIZATION 114 %	DATE PROJECT WAS COMPLETED: 10/31/80

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	Aggregate GRADING	CTB SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	"B" Mix PAVING
MILES IN PROJECT	1.63	.11			1.63
MILES PARTIALLY COMPLETED	1.63	.11			1.63
MILES COMPLETED	1.63	.11			1.63
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,000 Ton	2,000 Ton			33,360 Ton
TOTAL QUANTITIES CORRECTED TO DATE	4269 Ton	1,959 Ton			29,234 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,269 Ton	1,959 Ton			29,234 Ton
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Complete	Complete			Complete
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1612A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2	Cldy Showers			Project complete 10/31/80
MONDAY 3	Cldy Showers			
TUESDAY 4	Foggy Cldy			
WEDNESDAY 5	Cldy Showers			
THURSDAY 6	Cldy Rain			
FRIDAY 7	Cldy Rain			
SATURDAY 8				

Kassey RECEIVED Richards
Jackmond Berg
Hopkins NOV 10 1980 Inlees
Williams Widmer
Johnson CONSTRUCTION Gebauer
Glenn BRANCH Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 2	No Activity.
3	No Activity.
4 TUESDAY	No Activity.
5 WEDNESDAY	Final Inspection with the following people present: Gerald Wimer, Carl Williams, Art Gottfried, Howard Johnson and Jeff Drago of OSHD; Bill Kappus of FHWA; Don Denley and Jim Krawczyk of Wildish Corvallis Construction Co..
THURSDAY 6	No Activity.
FRIDAY 7	No Activity.
SATURDAY 8	No Activity.

REMARKS

Project Complete.

SIGNED Art Gottfried LOCATION Salem

Art Gottfried

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8977 FILES 2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No. ROW 18-2

July 16, 1979

Longview, Portland and
  Northern Railway Company
PO Box 879
Longview, WA 98632

Award of Contract
Grand Ronde Section
Salmon River Highway
Polk County
Contract No. 8977

Gentlemen:

On July 3, the Oregon Transportation Commission authorized the State Highway Engineer to award the above-captioned contract to Willamette Crushing co., dba Wildish Corvallis Construction Company, Corvallis, subject to concurrence of the Federal Highway Administration. As soon as the signed contract and bond have been received from the contractor, a conformed copy will be sent to you for your records.

You are authorized to proceed with the required adjustment of your tracks. This office or our Resident Engineer, Art Gottfried (Phone 378-8250) should be contacted prior to beginning of work.

Yours truly,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:mm

cc: C. T. Keasey
  C. W. Head (2) ✓
  C. D. Fredrickson
  A. Gottfried

NOTED
C. W. HEAD

Done
7-23-79
dda

Form 734-3122

8977

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AN[illegible]OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-[illegible](2)

STATE [illegible]ECT NO. See below

COUNTY NAME Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. 80208

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
6-6-79	7-6-79	Primary 23 Primary 39

RECEIVED
STATE HWY ENGR
JUL 11 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9/11

GENERAL LOCATION: Grande Ronde (M.P.2.0-21.7) Section

GENERAL DESCRIPTION OF WORK: Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Utility Adjustment
Portland General Electric
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 7-2-79 you are authorized to proceed with the adjustment of PGE Guy Stub Relocation. Reimbursement on a lump sum basis estimated to be $1,379.94 is approved.

I approve the agreement with Portland General Electric Company.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-6-79		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—620-767

8122

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

ROVED
E. S. HUNTER

July 2, 1979

Guy Stub Relocation
Portland General Electric Co.
Grand Ronde (M.P. 20.0-21.7) Section
Salmon River Highway
Polk County
Project No. F-23(2)

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97310

Dear Mr. Green:

Here is a copy of a lump sum estimate of cost to adjust Portland General Electric's facilities dated June 19, 1979, and a sketch showing their proposed relocation.

A certification prepared by Don Bedford as to the Company's rights in the land occupies by their facilities is in our files.

A copy of the relocation letter to the Company dated March 9, 1979 was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves one crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the lump sum agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,379.94.

Yours truly,

D. E. Swan
Federal-Aid Engineer

RECEIVED
TECHNICAL SERVICES
JUL 2 79
REFER TO
FOR
Info

DES:JMC:mm

Enc.

cc: [redacted]
Jack M. Cartwright
Don Bedford

Form 734-3123

-8977

2

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: FILE

DATE: June 22, 1979

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

Grand Ronde Sec.

SUBJECT: Footpaths and Bicycle Trails
June 28, 1979 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 28 on the following projects:

1. Intersection of Pacific Hwy. East and Berg Parkway in Canby
   Clackamas County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Silverton Road N.E. @ Condon Road N.E.
   Marion County
   Traffic Signals

   Same as No. 1.

3. Columbia River Hwy. at Umatilla River Bridge Spur
   Umatilla County
   Traffic Signals

   Same as No. 1.

4. D Street-F Street
   4th Street West, City of Rainier
   Columbia County
   Grading and Paving
   36-foot roadway provided on this project

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

5. Wharf Street (Brookings)
   City Street, Curry County
   Grading and Paving
   40-foot roadway provided on this project

   Same as No. 4.

6. Port Drive (Depoe Bay)
City Street, Lincoln County
Base and Paving
Variable width street/parking area with pedestrian sidewalk provided on this project.

7. N.E. Maywood Place
East Portland Freeway, Multnomah County
Landscaping

Same as No. 1.

8. Columbia River (Interstate) Bridge
Pacific Hwy., Multnomah Co., Oregon and Clark Co., Washington
Paving
Structure resurfacing

Same as No. 1.

9. N. Newman Ave.-N. Woolsey Ave., N. Greeley Ave.-N. Delaware Ave. and N.E. 67th Avenue at N.E. Hassalo (Portland)
City Streets, Multnomah County
Grading and Paving
Newman-Woolsey - 6-foot sidewalks with curb ramps provided for bicycle and pedestrian traffic.
Greeley-Deleware - 5-foot sidewalk being constructed between sections of existing sidewalk for pedestrians and bicycle use.
N.E. 67th - curve realignment; curve cuts being constructed.

10. Nelson Point Interchange
Old Oregon Trail Highway, Baker County
Grading and Paving
Reconstruction of Interchange legs. 4-to-6-foot shoulders available.

Same as No. 4.

11. Prairie Road-Irving Road and Park Avenue-River Road
Northwest Expressway (Eugene), Lane County
Base and Paving
4-8-foot shoulders available

Same as No. 4.

12. Willamette River-Goshen
Pacific Highway, Lane County
Grading and Paving
Slope widening and overlay. 10-foot shoulders available.

Same as No. 4.

13. N. Albany, Santiam Hwy. and Lebanon Road Interchanges
Pacific Highway, Linn County
Overlay and Safety on Interchange Ramps

Same as No. 4.

14. Grand Ronde (MP 20.0-21.7)
Salmon River Highway, Polk County
Grading and Paving
6-to-8-foot shoulders throughout project. Shoulders to be striped and signed as bikeways.

15. Nehalem River (CCC) Bridge
Foss Road, Tillamook County
Structure
30-foot roadway on structure, 24-foot roadway on approaches with 3-foot gravel shoulders.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established . . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

16. Sandy E.C.L.-E. Brightwood Loop
Mt. Hood Highway, Clackamas County
Oiling
Pavement Seal. 8 and 10-foot shoulders to be striped and signed as a bikeway.

RS:ge

cc F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8977

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Yellow file

June 15, 1979

In Reply Refer to
File No.:

The Honorable Paul A. Hanneman
State Representative
H392 State Capitol
Salem, Oregon 97310

Dear Representative Hanneman:

As requested in your June 8 reply to J. A. Brannon, we investigated the concerns relative to the Grand Ronde (M.P. 20.0-21.7) section of the Salmon River Highway.

Mr. Brannon is the tenant on the Dr. H. & R Ditmore 200+ acre ranch adjoining the southwest quadrant of the Ford Road intersection at the westerly end of the proposed project. In the property acquisition, final payment was sent to Dr. Ditmore on May 16 for the 0.24 acre required from him for the project.

The project has been advertised and we plan to have the bid opening on June 28. The project primarily involves the construction of a median lane, adequate shoulders, and deacceleration lanes at critical county road intersections.

We essentially followed the existing highway centerline on the approximate 4,000-foot tangent across the Ditmore frontage and easterly. Basically, we acquired the same acreage on each side of the highway through this tangent.

Approximately half the acquisitions on the southerly side were for intersection purposes including that from Dr. Ditmore. To reduce or eliminate the taking from Dr. Ditmore would cause serious damage to the improvement of the highway in this area.

Sincerely,

H. S. Coulter
State Highway Engineer

bcc: F. B. Klaboe
C. O. Fredrickson
J. B. Boyd

Form 734-3122

PAUL A. HANNEMAN
TILLAMOOK AND PORTIONS OF YAMHILL,
POLK AND WASHINGTON COUNTIES
DISTRICT 3

REPLY TO ADDRESS INDICATED:
☒ HOUSE OF REPRESENTATIVES
SALEM, OREGON 97310
☐ 35010 RESORT DRIVE
CLOVERDALE, OREGON 97112

COMMITTEE
MEMBER:
WAYS AND MEANS

SUBCOMMITTEES
CHAIRMAN:
1, GENERAL GOVERNMENT
MEMBER:
6, NATURAL RESOURCES/
TRANSPORTATION
CAPITOL CONSTRUCTION

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

June 7, 1979

Mr. J. A. Brannon
8475 Ford Road
Grand Ronde, OR 97347

Dear Mr. Brannon:

Thank you for your letter of May 6th. The improvement in the Grand Ronde area was anticipated as a modification for the intersection at Bonanza restaurant. I am unaware of any other future improvements west of that intersection.

~~A copy of this letter is being sent to the Department of Transportation with a request that they reply concerning the improvements generally in that area.~~

Sincerely,

PAUL A. HANNEMAN
Representative

PH:ld
cc: Department of Transportation

RECEIVED
STATE HWY ENGR
JUN 11 79
REFER TO
Fredrickson
FOR
☒

6-11
cf to &

5-6-79
Grand Ronde Ore.

Rep. Paul Hanaman
Rt 2 Box 14
Cloverdale Oregon 97112

Dear Mr Hannaman

Roy Haefler. a very good friend of mine
told me to write to you about the Improvement
the State is going to make on the Hi. way here
in Grand Ronde.

Now. I milk a few cows figure on
going Grade A. but if they take Half of
my yard I cant.

The State owns land across from me
there is other land for ½ mile 10 feet deep
they can use. now why dont they
use it. if they cut the front half
of my yard off it will knock the Value
of the place $10,000

I cant tell you all its best if you look
it over. I live 1 mile West of New Grand Ronde

Yours Truly
J A Brannon
8475 Ford Rd.
Grand Ronde Ore

8971

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

6-6-79

LETTER OF APPROVAL A /OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-23(2)

STAT JECT NO. See below

COUNTY NAME Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80208

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

6-22
orig
to

RECEIVED
STATE HWY ENGR
JUN 22 '79
REFER TO
[illegible]
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	6-6-79
DATE AUTHORIZATION EFFECTIVE	6-6-79
FEDERAL ROUTE NUMBER	Primary 23
STATE ROUTE NUMBER	Primary 39

GENERAL LOCATION:

Grand Ronde (M.P. 20.0 - M.P. 21.7) Section

GENERAL DESCRIPTION OF WORK:

Grade, Drain, Pave, and Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

R.R. Protective Services	$4,400
Perm. & Temp. Pavement Striping (S.F.)	2,400
Temp. Erosion Control	5,000
On-the-job Training	1,600

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's June 4, 1979 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,655,954 - Federal Funds $1,458,895.

A signed copy of the Title Sheet is returned herewith.

DATE 6-6-79

SIGNATURE OF APPROVING OFFICIAL G.K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8777

c

COUNTY ENGINEER

POLK COUNTY, OREGON

P. O. BOX 12
DALLAS, OREGON 97338
OFFICE – WEST ASH ST.

PHONE
623-8171
EXT. 47

May 16, 1979

Mr. Phillip O. Stearns
Regional Federal Aid Engineer
Highway Division
2969 E. State St.
Salem, Oregon, 97310

Subj: Bikeway Signing; Grand Ronde (MP 20.0-MP 21.7) Sec. Salmon River Highway.

Dear Phil:

The plans for the proposed signing on the subject project has been reviewed and is satisfactory to Polk County.

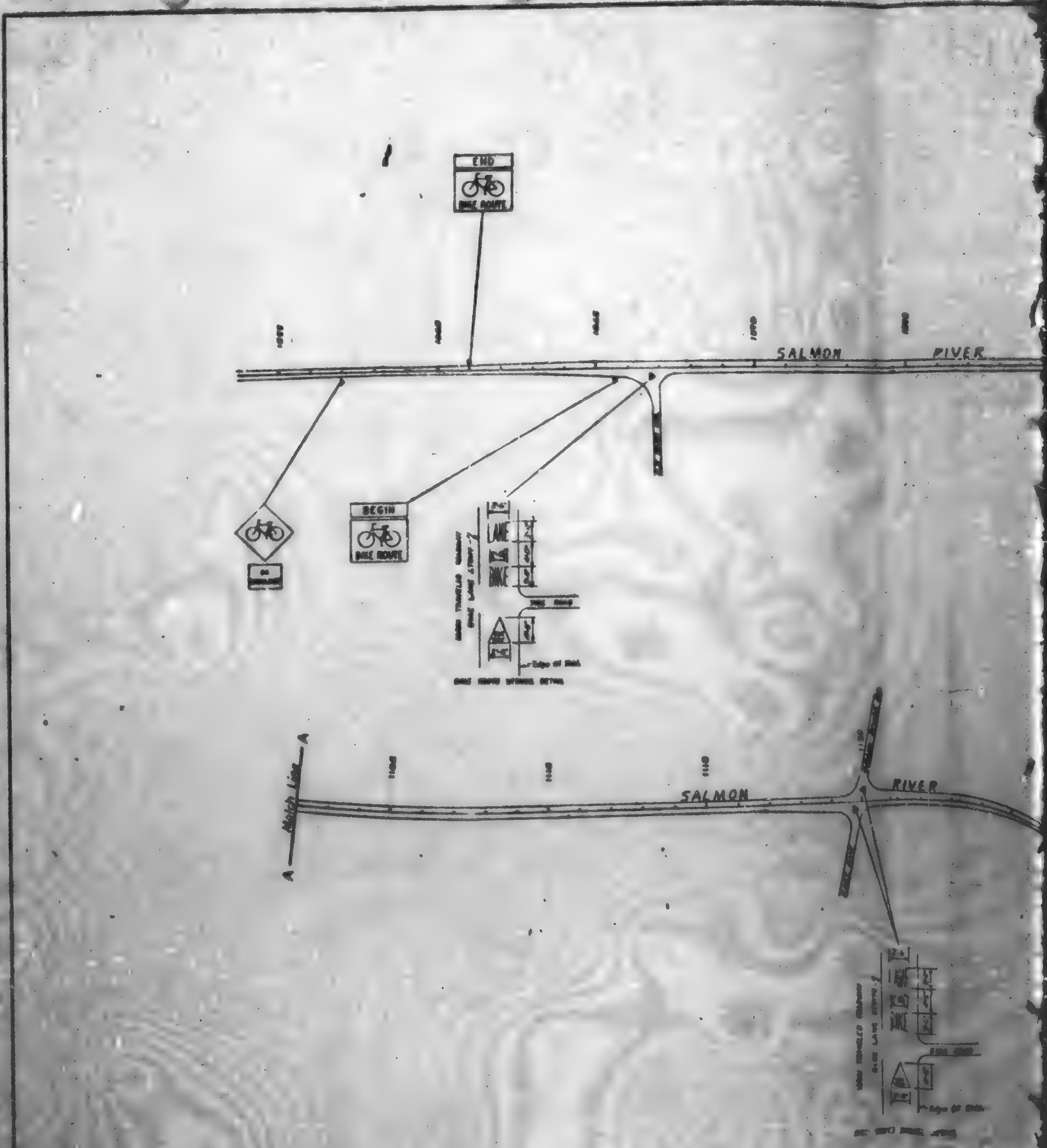
Herewith is a copy of the plans bearing the approval of Polk County.

Very truly yours,

C. G. Swenson
C. G. Swenson
County Engineer

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ● FA ☒ OPE ☐
MAY 22 1979

File: PM FA
LG OP
TAA ____________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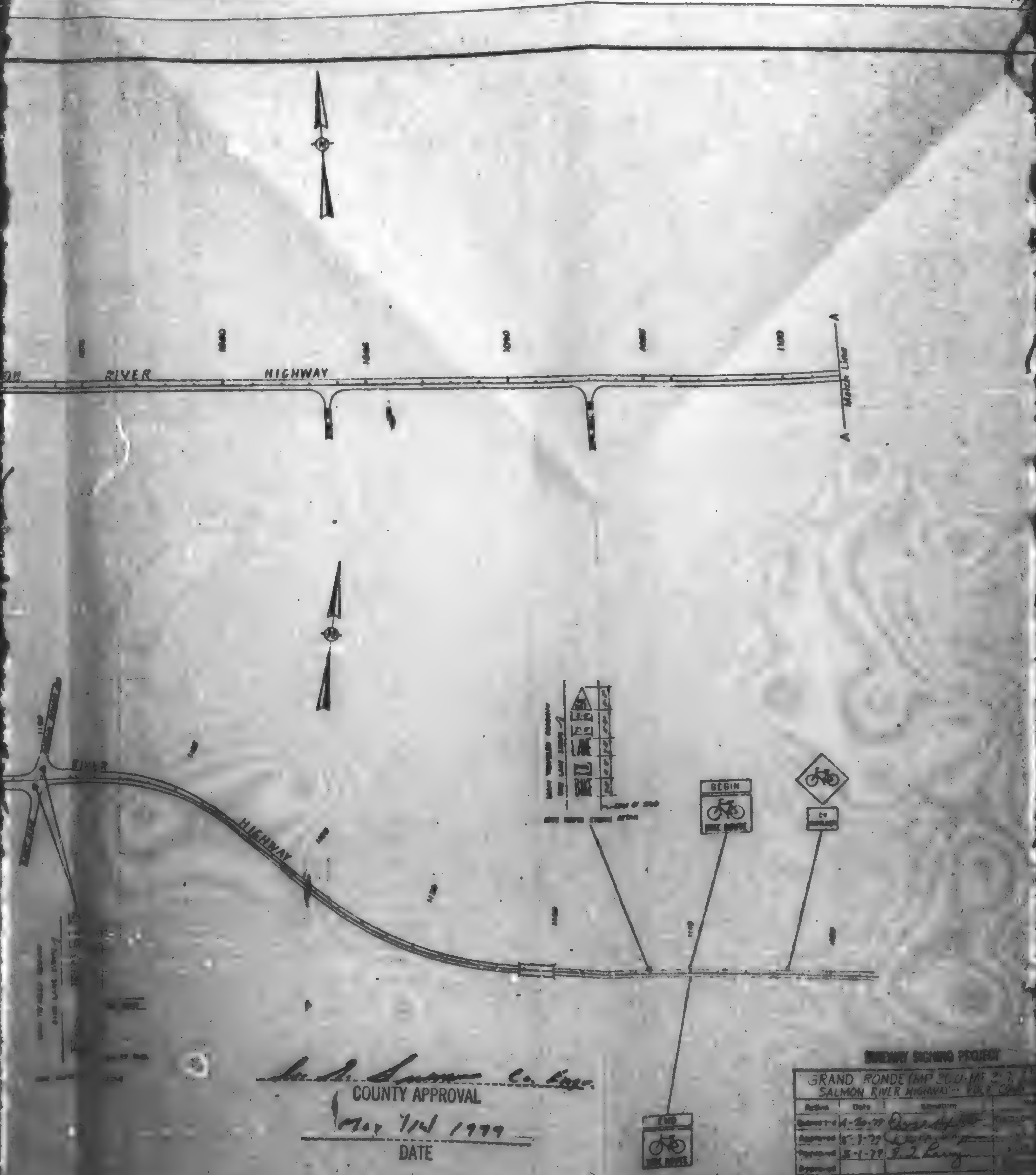
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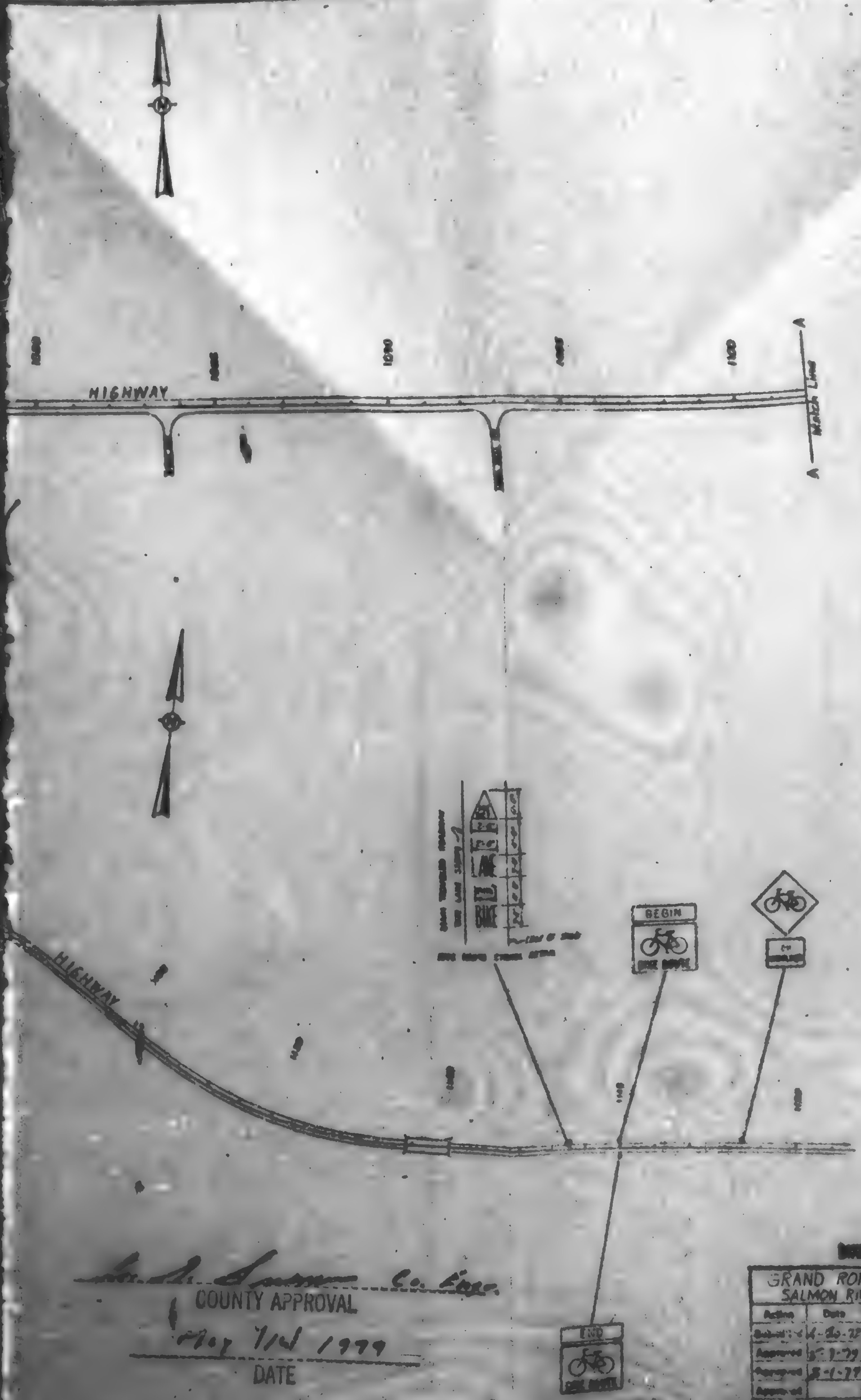
Co. Engr.
COUNTY APPROVAL

May [illegible] 1979
DATE

BIKEWAY SIGNING PROJECT

GRAND RONDE (MP 20.0-MP 2
SALMON RIVER HIGHWAY - POLK CO

Action	Date	Signature
Submitted	4-20-79	[illegible]
Approved	5-1-79	[illegible]
Approved	5-1-79	[illegible]
Approved		
Approved		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Co. Engr.

COUNTY APPROVAL

May 1st 1979

DATE

BIKEWAY SIGNING PROJECT

GRAND RONDE (MP 20.0-MP 21.7) SEC.
SALMON RIVER HIGHWAY ~ POLK COUNTY

Action	Date	Signature	Title
Submitted	[illegible]		[illegible]
Approved	5-[illegible]-79		[illegible] Engr.
Approved	5-1-79		[illegible] Engineer
Approved			Traffic Engineer
Approved			Asst. Hwy. Engr.

8977

39

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. O. Christensen ATTN: Lyle Watson
Final Design Engineer

DATE: March 28, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Sign Study Plans
Grand Ronde (M.P. 20.0 to M.P. 21.7) Section
[redacted]
Polk County

Attached are two prints of the approved sign study plans for the above named project.

L E George

L. E. George
Traffic Engineer

ELS:cs
Attachments
cc: C. O. Fredrickson
F. T. Lacey
Howard Johnson

REFERRED TO
2 Enard WEB Stoudenmayer
Cole 1 Sample
Erikson Watson
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

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MAR 29 1979
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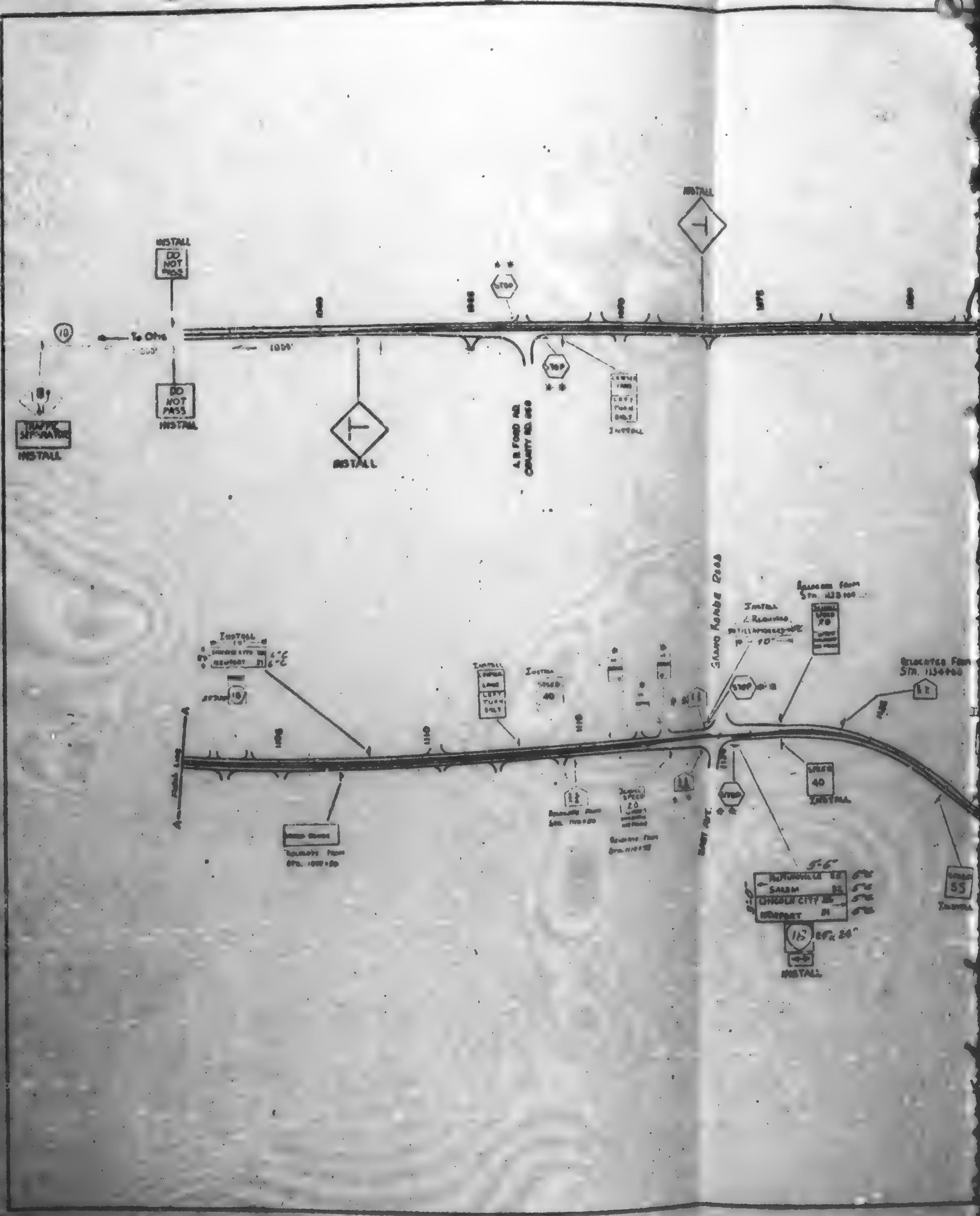
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18
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INSTALL
SPEED 40
Relocate from
Sta.
SCHOOL SPEED 20
Relocate from
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GRAND RONDE ROAD
INSTALL
& RELOCATE
STOP
Relocate from
Sta.
SPEED 20
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SALEM
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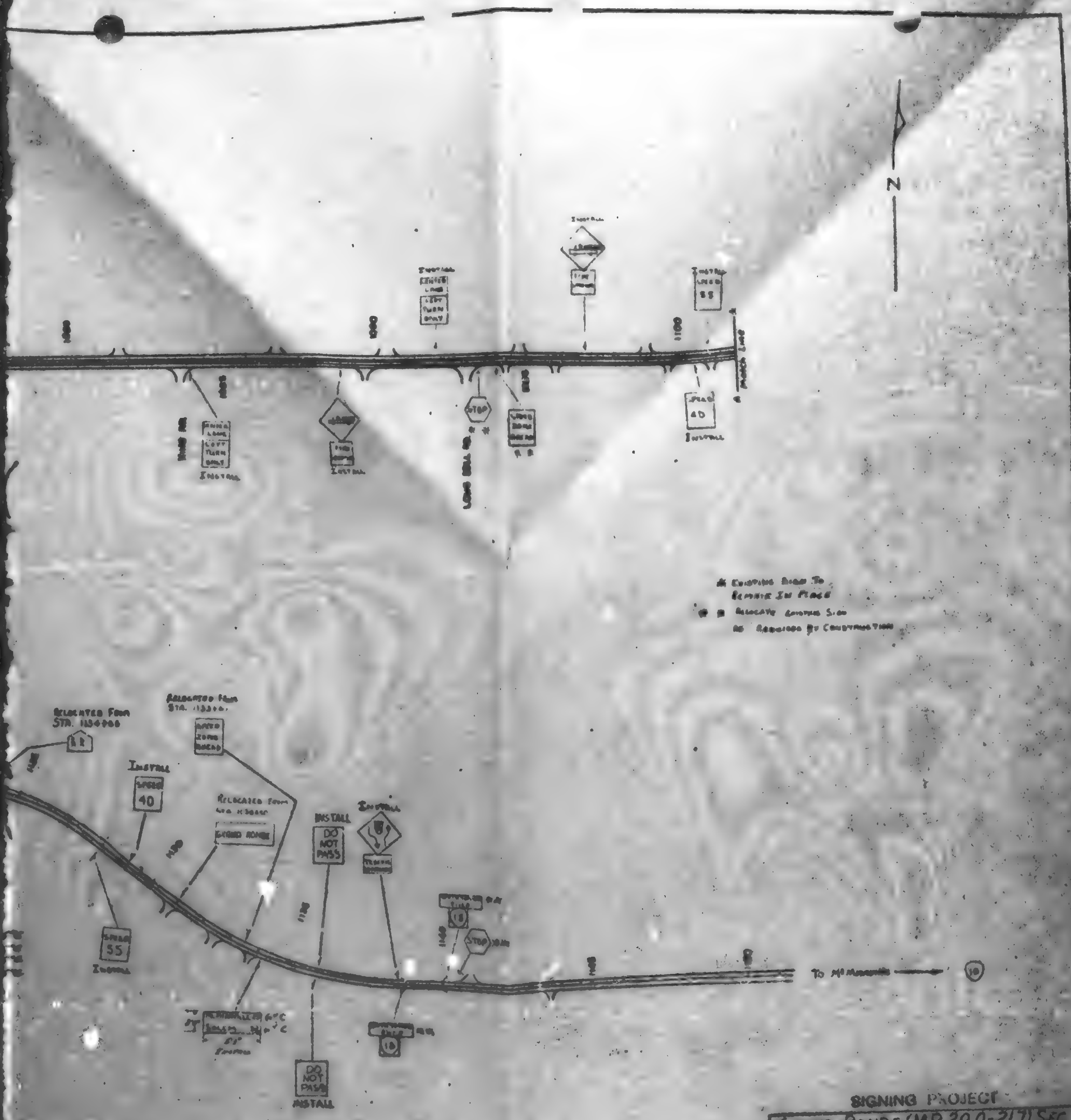
N
INSTALL
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SPEED 40
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Relocated From STA. 1132+00
Relocated From
GRAND RONDE
INSTALL
DO NOT PASS
INSTALL
SPEED 55
INSTALL
STOP
18
DO NOT PASS
INSTALL
To McMinnville
18
* Existing Sign To Remain In Place
● ■ Relocate Existing Sign As Required By Construction

SIGNING PROJECT

GRAND RONDE (MP 20.0-21.7) SEC.
SALMON RIVER HWY. - POLK COUNTY

Action	Date	Signature	Title
Submitted	11-29-78		Traffic Control Engr
Approved	12-4-78		
"	3/14/79		Traffic & [illegible]
"			Asst. Hwy. Engr.
Accepted	3/26/79		FHWA

2

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8977 **LETTER OF APPROVAL AN OR AUTHORIZATION**

3 - 27 - ..

FEDERAL AID PROJECT NO.	TQF-23(1)	
STATE ECT NO.	See below	
COUNTY NAME	Polk	
PROGRAM STAGE (Check)	☐ 1.	☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80208

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENG
MAR 30 '79
REFER TO.
Machreed
FOR
Info | Moves | R/O | D.R. | Sign

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	3-27-79	Primary 23
		STATE ROUTE NUMBER
		Primary 39

GENERAL LOCATION:

Grand~~e~~ Ronde Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of March 16, 1979, you are authorized to proceed with work by the railroad required to clear the right of way. TEC of $500 - Federal funds $429. A signed copy of the Railroad Agreement is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-27-79	Wolach	for the Division Administrator

FORM PR-1240 (REV. 6-76) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976—625-787

8177 2

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 23, 1979

In reply refer to: HBR-OR

SUBJECT: Oregon Project RF-159(6)
S. Yamhill River Bridge
Grand Ronde Section
Salmon River Highway
Bridge 1612A

NOTED
H.S. COULTER

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

We approve your submittal of preliminary plans dated January 17, 1979, for the South Yamhill River Bridge on the Grand Ronde Section of the Salmon River Highway.

For G. L. Green

CC:
OSHD (W J Hart)
OSHD (E S Hunter)

RECEIVED
STATE HWY ENGR
FEB 26 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8977

GENERAL FILES

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 20, 1979

NOTED
E. S. HUNT

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

S. Yamhill River Bridge
Grand Ronde (MP 20.0-MP 21.7) Sec.
Salmon River Highway
Bridge 1612A

This letter is in reply to your question of provision for pedestrians and bicyclists who use the bridge as stated in your letter of January 26, 1979.

A bikeway separated from the roadway with a GM type barrier was considered for one side (see Vicinity Map, Dwg. 33944, submitted on January 17, 1979) and was considered of doubtful benefit.

There isn't enough pedestrian traffic to warrant two sidewalks, and a sidewalk on one side encourages pedestrians to cross the highway unnecessarily. Cyclists would probably use the shoulder rather than go out around the guardrail.

It is our belief that a striped 8' shoulder for pedestrians and bicyclists is the best solution for this location.

In view of the above information, we ask your approval of the preliminary plan submitted to you on January 17, 1979.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Asst. Bridge Engineer

cc E. S. Hunter
D. H. Moehring
C. O. Fredrickson

RECEIVED
TECHNICAL SERVICES
FEB 21 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-731-0027 (9-77)

8977 Form FHWA 121 (Rev. 5-73)

2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 16, 1979

In reply refer to: HBR-OR

SUBJECT: Oregon Project RF-159(6)
S. Yamhill River Bridge
Bridge No. 1612A

NOTED
H.S. COULTER

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

We approve Mr. Hart's preliminary plan submittal of January 17, 1979, for widening the South Yamhill River Bridge in the Grand Ronde Section of the Salmon River Highway.

for G. L. Green

cc:
OSHD (W J Hart)
OSHD (E S Hunter)

2/20
ey Production

RECEIVED
STATE HWY ENGR
FEB 20'79
REFER TO
FOR

Info	Answer	R/D	D/R	Sign	Act	File

8977

39

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 13, 1979

For Duane D. Christensen

FROM: Lyle K. Watson
Design Engineer Supervisor

TO: MEMO TO THE FILES

SUBJECT: Grande Ronde Section
(MP 20.0-MP 21.7)
Salmon River Highway
Polk County

A plans in hand review was held at Region II. The following items were discussed.

Stage Construction

Use aggregate base and 2-inches of asphalt concrete as temporary surfacing on left shoulder construction at dig out locations at structure ends. This will eliminate the need to dig out and place C.T.B. in a 12-foot width section between two previously constructed C.T.B. sections.

Contractor to be limited to digging out and constructing C.T.B. to one half of roadway and at one end of structure only. Work to be completed during daylite hours and two way traffic restored for night time travel.

Dig out to be limited per letter dated February 1, 1979, from L. E. George, namely, avoid the following periods:

1. All days between June 15 and September 15;
2. All weekends from noon on Friday until Monday morning; and,
3. All holidays, plus the days before and after Christmas and Thanksgiving.

Utilities

Don Bedford to locate a waterline approximately Station 1119±. Also, note any utility poles not shown on plans.

Drainage

Additional culverts and increased culvert sizes as noted during the field review.

Plans

Construct a curb on new shoulder line right 1103± to 1105± to control access at service station. This replaces existing curb at this location.

Gabions

As suggested by Region, a concrete crib type of retaining wall to replace the gabions will be investigated.

Any revisions or additions to the plans are to be submitted to the Final Design Unit by March 9, 1979.

LKW:ab
cc: T. W. Litchfield
Bill Kappus, FHWA
Art Gottfried, Resident Engineer
Don Bedford, Utilities Engineer
Dick Nelson, Region 2 Location Engineer
Tom Bricher, Specifications
Steve Starkey, Structures Section
Jerry Miller

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Christensen
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2

ROW 18-2

STATE OF OREGON 1859

Department of Transportation
STATE HIGHWAY DIVISION

February 6, 1979

Mr. B. Howard Wills
President and General Manager
Longview, Portland & Northern Railroad Co.
P. O. Box 579
Longview, WA 98632

RAILROAD COMPANIES
FILE No. 969

Grand Ronde (Milepoint 20.0 to 21.7)
Section
Salmon River Highway
Polk County
ODOT Agreement No. RR-969
Right-of-Way File No. 50094

Dear Howard:

Attached is the Railroad's fully executed copy of our agreement for the subject project.

Also attached is an easement form officially granting us the easements referred to in the agreement. You should sign the easement form in the presence of a notary public and return it to me.

Lastly, you will also find attached a voucher which should be signed and returned to me. Upon receipt of the signed voucher and signed easement form, I will see that a check in the amount of $1,475 is sent to you.

Thank you again for your cooperation, Howard, in this project. It has really been a pleasure working with you.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/seb
Attachments
bc: G. L. Green w/copy agreement
C. W. Head w/original State copy agreement
C. T. Keasey w/copy agreement
J. L. Sollis
J. B. Boyd w/copy agreement & easement form
V. E. Skoog w/copy agreement
D. E. Swan w/2 copies agreement
C. O. Fredrickson w/copy agreement

3/14/79 noted in agree book

NOTED
C. W. HEAD for

Form 81-734 3/23

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

January 8, 1979
Salem, Oregon

FROM: Roger D. Trygstad
Railroad & Utility Engineer

TO: J. B. Boyd
Right-of-Way Manager

BUILDING

SUBJECT: Railroad Agreement
Grand Ronde (M.P. 20.0-21.7) Section
Salmon River Highway
Polk County
ODOT Agreement No. [redacted]
R/W File No. 50094

Attached are two copies of a railroad agreement with the Longview, Portland and Northern Railway Company concerning our proposed Grand Ronde Section on the Salmon River Highway. By the terms of this agreement, the railway is to do some work totaling $500 and is to convey to us some permanent easements for the sum of $1,475. Mr. Sollis has reviewed and approved these agreements.

Would you please review this agreement and if it is satisfactory, sign it on behalf of the Oregon Department of Transportation. The agreements should then be forwarded to Adele Egan, who will care for the recording of the easements. When this has been completed, she should forward the State's copy to Cecil Head and the railroad copy to me for transmittal to the railroad.

I am also asking that Adele Egan supply me with the necessary voucher form that is to be sent to the railroad. This should be sent to me along with the railroad's copy of the agreement.

RDT/seb
Attachments
cc: ✓Cecil Head w/copy of agreement
Adele Egan

S by Boyd 1-9-79
on Seb ✓

NOTED
C. W. HEAD

8977 39

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: D. O. Christensen ATTN: Lyle Watson
Final Design Engineer

DATE: February 1, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Lane Closure
Grand Ronde (M.P. 20.0 - M.P. 21.7) Section
[redacted]

Four days during construction of the subject project, it will be necessary to restrict traffic to one-lane during daylight hours. This one-lane operation would be limited to a section of about 400 feet on each end of the structure at milepost 21.6.

To prevent the commuters from experiencing long delays during this period, the following analysis was conducted. In researching the project, it was assumed that the one-lane construction area would be limited to 800 or 900 feet and the construction speed would be from 20-30 miles per hour. Using these assumptions, it was determined that the one-lane construction operation should be deterred when traffic volumes reach 900 vehicles per hour.

Summary

Our analysis of traffic volumes, obtained from the permanent traffic recorder located 2 miles east of the project, indicates the following periods should be avoided.

1. All days between June 15 and September 15.
2. All weekends from noon on Friday until Monday A.M.
3. All holidays plus the days before and after Christmas and Thanksgiving.

MS:cs

L E George
L. E. George
Traffic Engineer

REFERRED TO
Board Steudenmeyer
Cole Semple
Erikson ✓ Watson JW
Hager Born Lou
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FINAL DESIGN ENGINEER

Versteeg
/ Christensen DOC
George
Olson
Terpin
Sullivan
/ Scott
Anderson

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ENGINEERING SECTION

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2

GENERAL FILES

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 26, 1979

In reply refer to: HPD.3-OR

SUBJECT: Oregon Project RF-159(6)
South Yamhill River Bridge

FROM : G. L. Green, Division Administrator

NOTED
H. S. COULTER

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

We have reviewed and approved the preliminary plans submitted with Mr. Hart's January 17, 1979 letter.

We do wish that you would give consideration to pedestrians and bicyclists who use this bridge. This is a designated Bike Centennial Trail and also a major Oregon bike route to the coast. It has been our experience that a good number of each use this bridge. While it might be safe to use the 8-ft. wide shoulders, should consideration be given to a separate path on the outside of the rail?

For J. Hatchell
G. L. Green

cc:
ODOT (W J Hart)

NOTED
E. S. HUNTER

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TECHNICAL SERVICES
JAN 31 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

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STATE HWY ENGR
JAN 29 '79
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
JAN 29 1979
Policy Development

2/20
WJH discussed
w/FHWA –
letter from
Walt Hart to FHWA
to confirm
will follow

8977

39

Salem, Oregon
January 17, 1979

Lyle Watson
Lyle Watson
Design Engineering Supervisor

C. O. Fredrickson
Region 2 Engineer

Grande Ronde (MP 20.0-MP 21.7) Sec.
Salmon River Highway
Polk County

The plans in hand review on the named section will be held on Monday, February 12, 1979. The office review will begin at 10:00 a.m. at Region 2 offices.

The cement treated base has been replaced with Class "B" mix because of problems in traffic handling and a projected shortage of cement. The future final stage surfacing will be placed under this contract.

Surfacing materials will be contractor furnished.

One way traffic will be required when constructing the bridge end panels at the South Yamhill River, but during daylight hours only.

Sta. 1117+60+ to 1190+70+ Lt. The parking area in front of the Bonanza Restaurant will be reduced because of the wider roadway width. Is the property owner aware of the reduced parking?

Existing surfacing on approaches should be field checked and noted on the plans.

Copies:
cc: Bill Kappas, FHWA
L. L. Wallace
Jack Sullivan
Fred Yarbrough
Art Gottfried
Jerry Miller

1 Vonteng ✓
2 Christensen
George
Olsen
Turpin
Sullivan
Scott
Anderson

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GENERAL FILES

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 17, 1979

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

S. Yamhill River Bridge
Bridge 1612A
Grand Ronde (MP20.0-MP 21.7) Sec.
Salmon River Highway
Polk County

Enclosed are two copies of drawings 33743 and 32944 which are the preliminary plan and elevation and the vicinity map for the subject structure. Two copies of the Foundation Report are also enclosed.

The existing structure is being widened to accommodate the upgrading of this section.

Traffic will be carried by the existing structure while the widening is constructed. Stage construction will be used to construct the full width impact panels at each end of the widened structure.

The estimated cost of the widening and impact panels is $165,000. This cost is based on a preliminary estimate of quantities and includes a 30 percent allowance for engineering and contingencies.

This section is scheduled for the May 24, 1979 bid letting.

This is being sent to you as a preliminary submittal for your approval.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Structural Design Engineer

Enclosures

cc C. O. Fredrickson /w/ encl.
Environmental /w/ encl.
D. H. Moehring
E. S. Hunter

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FOR

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PROJECT MANAGEMENT
PME ☐ UCE ☐ UM ☐
LCE ☐ FAE ☐ CPE ☐
JAN 1[illegible] 1979
File: PM FA
LG OP
TA

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, OR
December 1, 1978

FILE: 27-1945

SUBJECT: [redacted]

FROM: T. W. Litchfield
for
REGION II CONSTRUCTION ENGINEER

TO: Duane Christensen
FINAL DESIGN ENGINEER

Attention Lyle Watson

The attached Grand Ronde (MP 20.0-21.7) plans reflect some recommended changes from station 1079 to 1088.

1) Delete 18" culvert as shown at station 1080. No existing cross culvert, downstream channel indistinct; downstream property owner may object.

why 2) Install 220' diagonal 18" culvert - inlet 1080+30, outlet 1083+30.

3) Construct outlet ditch adjacent to King Road for 2[illegible] feet, excavation 13 cu. yds. (cross sections included).

? 4) Install culvert for road approach to King Road, approximately 284 feet South of the highway.

5) Delete culvert under road approach left of station 1081+75.

6) Delete approach culvert for King Road right of station 1083+75.

7) Delete ditch excavation left 1081+50 to 1084+50. Allow surfacing to create the ditch.

? 8) Reduce right of way taking left to 45' at 1080, 45' at 1082+50.

9) Construct 32' approach left of station 1086+25.

10) Move 32' approach left from 1086+90 to 1087+50.

cc: Dick Nelson
Jim Dixon

1 Versteeg
2 Christensen
George
Olsen
Turpin
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12/4/78
Field data retained
in Designers Job file
L.W.

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39

Salem, Oregon
October 24, 1978

Lyle K. Watson
Lyle K. Watson
Design Engineering Supervisor

Grande Ronde (MP 20.0 - MP 21.7)
Salmon River Highway
Polk County

T. W. Litchfield
Region 2 Construction Engineer

The existing South Yamhill River structure is to be widened 8' left and right. The existing surfacing removed, the deck sealed, and overlayed with asphalt surfacing.

What is the condition of the approaches to the structure? Will sheet piling be required at the structure ends?

The 4-inch overlay of the existing pavement will be tapered to match the structure in approximately 200 feet. Full depth surfacing of asphalt concrete, early set concrete, cement treated base may be used for backfill. What is your recommendations or alternate?

The Structures Section is proposing bridge end panels; cast in place, pre-cast. Are there other alternates?

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I Christensen ___
___ George ___
___ Olson ___
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___ Sullivan ___
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LKW:ab
cc: W. J. Hart
Jack Sullivan

8777 2

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: April 24, 1978

In reply refer to: HFO.8-OR

SUBJECT: Oregon Project No. TQF-23(1)
Grande Ronde (MP20.0-21.7) Section
Salmon River Highway
Polk County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT
Salem, Oregon

The proposed railroad agreement submitted by Mr Trygstad's letter of April 4, 1978 is approved as to form with one exception. Paragraph 16 of the agreement, conveyance of permanent easement, is subject to appraisal and appraisal review as a basis for Federal participation.

for G.K. Hassner
G. L. Green

CC:
ODOT (J. Versteeg, Eng)

RECEIVED
STATE HWY ENGR
APR 25 '78
REFER TO Trygstad
O/R
orig to
Info Inves R/D D/R Spec Act [✓ File]

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FORM 81-734-3030

39

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 13, 1978

FILE:

Don

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Grand Ronde (MP 20.0-MP 21.7) Section
Salmon River Highway
Polk County

TO: Adrian D. Olson, Preliminary Design Engr
D.O. Christensen, Final Design Engineer
L.E. George, Traffic Engineer

Please sign and stripe the shoulders of the subject section as Class III bikeways.

DES:jp

1 Versteeg
2 Christensen DOC
George
Olson
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APR 14 1978
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REFERRED TO
Beard Dorn
Cole Semple
Erikson Watson
Hager Lau
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BY FINAL DESIGN ENGINEER

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U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-13-78

FEDERAL AID PROJECT NO.	QF-23(1)
STATE PROJECT NO.	See Below
COUNTY NAME	Polk
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80208

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	3-13-78	Primary 23 Primary 39

GENERAL LOCATION:

"Grande Ronde Section"

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 3-9-78 letter you are authorized to proceed with all phases of right of way acquisition as outlined on R/W map 9B-15-27 at TEC NTE $21,420 - Federal funds $18,378.

Federal participation is limited to that right of way actually incorporated in the final location.

NOTED
F. B. KLABOE

3-17

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-13-78	W. E.	for Division Administrator

FORM PR-1240 (REV. 2-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—426-787

FORM 81-734-3030

39

OREGON STATE HIGHWAY DIVISION

FILE:ROW 18-2

INTER-OFFICE CORRESPONDENCE

March 10, 1978

Salem OR 97310

FROM: Roger D. Trygstad
Railroad & Utility Engineer

R D Trygstad

TO: THE FILES

SUBJECT: Grande Ronde Section
Salmon River Highway
Polk County
R/W File 50094

9B-15-27

On Monday, March 6, 1978, Lyle Watson, Jerry Miller and I went to Grande Ronde to meet with Howard Wills, Dale Zbaeren and Francis Jones of the Longview, Portland & Northern Railway Company concerning the subject project.

Two areas of conflict were discussed. One area is in the town of Grande Ronde in the vicinity of Highway Station 1109. At this point the railroad has a switching area and our plans call for removing ten feet of their track. The LP&N people agreed that this could be done and gave us an estimate of $500 for them to accomplish the work. We need to purchase some LP&N right of way on both sides of the existing highway at this point. They suggested that it first be approached as being a permanent easement on both sides of the highway. This would be a ~~fifty~~ 65 foot easement on the southern side of the highway and a ~~forty~~ 50' foot easement on the northern side of the highway.

The second area of concern is in the vicinity of Station 1126+50. At this location, our revised alignment calls for an encroachment on the LP&N right of way to avoid the necessity of entering into Rock Creek. We reviewed the plans and cross sections with the LP&N people and they did not feel there would be any problems at this location. They did request that a concrete barrier be installed between the highway and the railroad through this curve.

Mr. Wills requested that the Department of Transportation initiate the agreement as they are a small railroad and not accustomed to doing this sort of work. I told him I would do so.

RDT:de

cc: J. H. Versteeg
J. B. Boyd
J. L. Sollis
C. O. Fredrickson
Lyle Watson
Floyd Scott

MAINTENANCE ENGINEER
RECEIVED
MAR 14 1978
☐ ME ☐ AME ☐ AME ☐ OE ☐ AG
☐ SME ☐ SME ☐ AA ☐ FILE ☐ TA

NOTED
ROBERT R. ROUNDS
MAR 16 1978

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

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MAR 15 1978
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Action

Desc. changed to perm. Ease. and resumitted to R/W 3-17-78 R. Rounds

8977 2

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442-5864

16590
Serial 101
6 March 1978

State of Oregon
Department of Transportation
ATTN: Mr. R. W. Ellison,
Assistant Structural
Design Engineer
Transportation Building
Salem, Oregon 97310

Copy
Int 7-22

NOTED
E. S. HUNTER

RE: Navigability of South Yamhill
River at Mile 52.7

Gentlemen:

Your letter of 21 February 1978 forwarding information on the characteristics of the South Yamhill River has been received.

From the information you submitted, it has been determined the South Yamhill River at Mile 52.7, site of the proposed replacement bridge, is not a navigable waterway of the United States. No bridge permit will be required for the proposed replacement bridge.

Your cooperation in submitting the information is appreciated.

Sincerely,

R. C. Walton

R. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Copy to: (1) ODOT, D. E. Swan, Salem, OR
(2) FHWA, Herb Schell, Salem, OR

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TECHNICAL SERVICES
MAR 8 '78
REFER TO
FOR

Info	Inve.	R/D	O/R	Sign	Act	File

NOTED
R. W. ELLISON

RECEIVED
MAR 8 1978
BRIDGE SECTION

STATE OF OREGON **INTEROFFICE MEMO**

8977

2

February 27, 1978

TO:

J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)

George Bell
Surfacing Design - Lab Bldg.
Region 2 : C. O. Fredrickson
District 3 : R. A. Kuehn
Region 2 Geologist: William Fretwell
Gerald Wimer (1)
B. L. Gifford

FROM:
D. H. Moehring
D. H. Moehring, Manager by Dratt
Office of Project Management

SUBJECT:
PROJECT ASSESSMENT
M.P. 20.08-21.8 Unit
Salmon River Highway
Polk County

NOTED
E. S. HUNTER

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Non-major action.

BLG: dpy

Attachment

cc: E. S. Hunter

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TECHNICAL SERVICES

MAR 7 '78

REFER TO

FOR

Info	Invest	R/D	D/R	[illegible]	[illegible]	[illegible]

81-125-1287

Form FHWA 121 (Rev. 3-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 10, 1978

In reply refer to: HB.2-OR

SUBJECT: Oregon Project No. TQF-23(-)
M.P. 20.08-21.8 Unit
Salmon River Highway
Polk County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Mgr, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Moehring's January 5, 1978, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

Original Signed By:
G. K. HOBNER
Field Operations
Engineer

G. L. Green

ODOT (Moehring, Mgr, Proj Mgmt)
OSHD (Reg 2, Env)

PROJECT MANAGEMENT
PE ☒ CDE ☐ OM ☐
LGE ☐ FAE ☑ OFE ☐
FEB 27 1978
PM FA
LG OP
TAA

BEN GIFFORD

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY
3 PROJECT

NON-MAJOR

TQF-23 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

GRAND RONDE SEC
Section ~~Murphy Hill-Valley Jct.~~
County Polk
Highway Salmon River
Termini: M.P.(if appl) 20.08-21.8
Region

Date August 31, 1977
Unit (if appl)
City
State Hwy. No. 39
Length 1.58 miles
Construction Estimate $710,000
Program Amount

B. Purpose of Project:

The proposed project is being advanced as an overlay and safety project to improve highway safety and traffic flow.

C. Origin & History of Project: Originally a Murphy Hill-Fort Hill project was approved under the Bond program as a District 3, Priority No. 2. Preliminary engineering was approved Oct. 24, 1974. An Authority for Survey dated November 18, 1975 authorized preliminary engineering for a Murphy Hill-Valley Jct. Section as a Federal Aid project. An environmental assessment dated Nov. 19, 1975 identified the project as a Category 2 Major Action. The FHWA concurred in the Major Action Category by letter dated December 12, 1975. Preliminary engineering was terminated Feb. 1, 1977. The ODOT Commission approved a MP 20.5-21.8 unit of the Murphy Hill-Valley Jct. Sec. This unit was advanced as a high hazard elimination or modification project and was identified as a non-major action to be included in the statewide assessment for safety projects. Preliminary engineering has identified the need to acquire additional right-of-way. Consequently an Environmental Assessment discussing the impacts of right-of-way acquisition has been prepared

---

D. General Description of Project: The proposal is to widen the existing facility to provide a continuous left turn lane & widen travel lanes with paved shoulders. It is also proposed to widen the South Yamhill River Bridge to the same configuration as the highway. Minor modification to the existing alignment is also proposed to minimize right-of-way requirements and avoid channel changes.

Alignment: New ____ Existing ____ Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0
Proposed: No. Lanes 2 ; Med. 1 ; Shldrs. 2 ; Parking 0

Traffic: Existing Facility: Existing ADT 5800 ; Projected ADT 11,000 ; Yr. 1995
Existing Level of Service C-D normal, E-F on some weekends and holidays.

Proposed Facility: Projected ADT 11,000 ; Yr. 1995
Projected Level of Service C-D

734-3953 (10-75)

Right of Way: Additional anticipated yes (Yes, No); if yes, give approx. No. Parcels 17

Acres 2.25 ; Type of Relocation Req. None ; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s): Existing structure overcrossing the South Yamhill River would be widened on both sides.

Brief Description of River or Stream and Type of Involvement, if any:
The South Yamhill River is tributary to the Willamette River and is a valuable fishery resource. Widening the existing structure may require some instream work. A temporary impact to acquatic life.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Alternatives are confined to the proposed build alternative and the no-build option.

Other Descriptive Information or Comments:
The average daily traffic does not reflect the high recreational traffic volumes that occurs on weekends and holidays. Maximum one day traffic volume exceeded 11,000 vehicles in 1976.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The terrain is generally the flat to gently rolling valley floor at the convergence of the Rock Creek and South Yamhill River drainageways. Surface water runoff is west to east with stream headwaters originating in the easterly slopes of the coast range and eventually flowing into the Willamette River. The valley floor is generally open with drainageways well delineated by dense vegetation. Douglas fir is the dominant overstory tree throughout the valley and extending into the surrounding hills. Tree density varies from well scattered single trees to extensive groves of intermixed species. Drainageways and other wet areas have a midstory of maple and alder over-shadowing an understory of sword fern and shade tolerant grasses and forbes. Oregon grape and blackberry extend along edges of open areas where there is sufficient sunshine to encourage their growth.

Wildlife is varied and abundant in this area but are not identified as the project as proposed would not adversely affect their habitat.

2. Cultural: The project extends through an area of intermixed industrial and commercial businesses and residential homesites. The industrial and commercial businesses generally extend along the northerly side of the highway from the intersection of the Grand Ronde Road with the Salmon River Highway to the westerly end of the project area. Industrial complexes are associated with processing timber products and commercial businesses generally provide goods and services for a local populace and for the traveling public.

Southerly of the highway the area is residential with homesites varying in size from small lots to large acreage farms. Some homesites are extensively landscaped while others have retained the natural vegetation in a more rustic setting for their environment.

The cultivation of pasture lands is the apparent dominant farming activity as seen from the highway.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Right of Way required at various locations to widen the existing highway would be narrow strips adjacent to the present right of way. Right of way would be from industrial, commercial, and homesites. One homesite will be damaged by the loss of a major portion of the front yard. No homes or businesses will be displaced.

2. Estimated Impact on Traffic Patterns:

A left turn lane and wider travel lanes with paved shoulders would improve traffic flow and safety but would not change any traffic patterns.

Consequences--Air Quality, Noise, Safety, etc.:

Improved traffic flow would tend to improve air quality and ambient noise levels. No traffic lanes would be moved closer to any critical receptors.

3. Estimated Impact on Land Use:

The proposed project would have no impact on land use.

Consequences:

4. Expected Impact on Natural Ecological Resources:

No significant impacts on ecological resources have been identified.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

A cultural resource survey may be required.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:
Two commercial businesses, a restaurant and a second hand store, that presently use highway right of way for customer parking would lose this area as parking space. The business operators may consider this an economic impact.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards An FHPM 7-7-3 noise study report will be prepared.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

The proposed project would be consistant with the above plans and standards.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION----------------- X ----NON-MAJOR ACTION-----

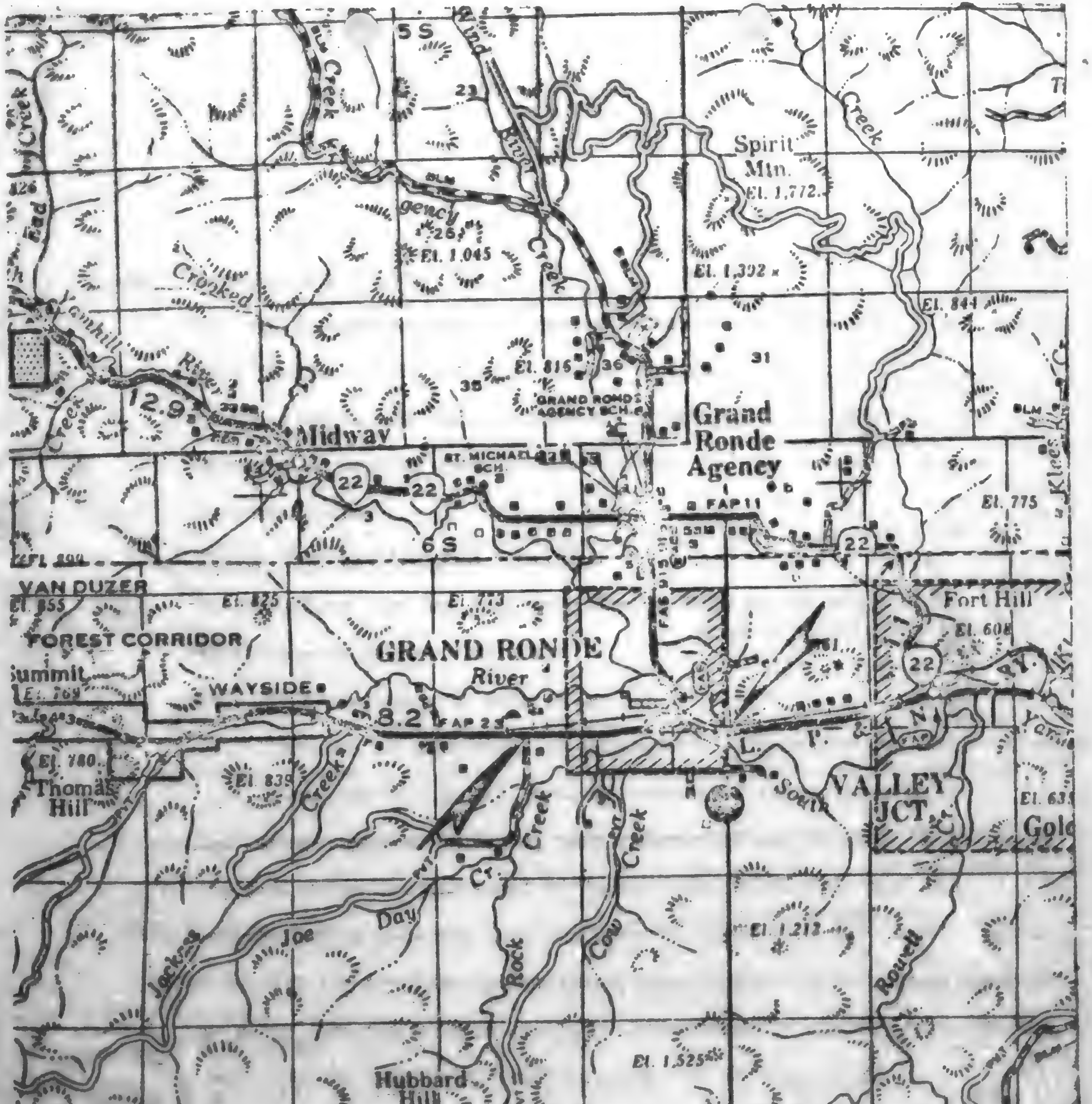
SIGNIFICANT: NON-SIGNIFICANT:

____ D & FEIS ____ D & F Neg.Dec. x___ ASSESSMENT ONLY

____ Section 4(f) ____ Section 4(f) ____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
In accordance with FHPM 7-7-2 Paragraph 10 e, projects of this type are ordinarily considered to be non-major actions and do not require the preparation of an E.I.S. or a Negative Declaration.

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4



5S
Spirit Mtn.
El. 1,772
El. 1,045
El. 1,392
El. 844
Crooked
Yamhill River
12.9
Midway
El. 816
GRAND RONDE AGENCY SCH.
Grand Ronde Agency
ST. MICHAEL SCH.
22
FAP 11
6S
El. 775
VAN DUZER
FOREST CORRIDOR
El. 825
El. 713
GRAND RONDE
River
Fort Hill
El. 608
Summit
El. 769
WAYSIDE
8.2
FAP 23
El. 780
Thomas Hill
El. 839
South
VALLEY JCT.
El. 635
Jackass
Joe Day Cr.
Rock Creek
Cow Creek
El. 1,212
Rowell
El. 1,525
Hubbard Hill
El. 2,930
El. 2,821
Mtn.
Creek

Murphy Hill-Valley Junction Sec.
MP 20.08-21.8 Unit
Salmon River Highway
Polk County, Oregon

8977 39

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 22, 1978

D N Stoudenmeyer

FROM: D. N. Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: Grande Ronde Section
Salmon River Highway
Polk County

TO: MEMO TO THE FILES

The present design for the subject section of highway calls for two lanes plus a two-way left turn lane. This design was questioned as to appropriateness for this location.

A check with the Traffic Section and the "Design Criteria and Warrants for Two Way Left Turn Lanes", a copy of which is attached, reveals that this section meets all the requirements for its present design.

It is therefore recommended that this section of highway be constructed with two lanes plus a two way left turn lane.

/ Versteeg /
Christensen
George
Olson
Turpin
Sullivan
Scott
Savage

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FEB 23 1978
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cc: Region 2
Fredrickson
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Action

DNS:ab
cc: D. O. Christensen

Design Criteria and Warrants for Two Way Left Turn Lanes

✓ 1. High accident rate evident, caused primarily by left-turning vehicles entering adjacent strip commercial development.

✓ 2. Such turning movements impede free flow of through lane traffic, thus decreasing capacity.

✓ 3. No reasonable circulation of traffic to permit alternative access means.

✓ 4. Frequency of curb cuts. Concentration of left turns at one point may indicate need for left-turn refuge rather than two way lane.

✓ 5. Speed limits not to exceed 50 mph.

6. Left turn lane width: 14 desirable, 10 minimum.

7. The 2WLTL shall be striped with a four-inch, skip, yellow stripe inside, and a four-inch, solid, yellow stripe outside, with left-turn arrows. Marking and signing shall be in accordance with the MUTCD.

APPROVED 10/27/75
TRAFFIC ENGR.

8977

2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 21, 1978

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, WA 98174

copy
Int 7-22

NOTED
E. S. HUNTER

South Yamhill River Bridge
Grand Ronde Section
Salmon River Highway
Highway Mile Post 21.55
Polk County, Oregon
Navigability

Your letter of January 13, 1978 addressed the subject of navigability for the South Yamhill River at the subject bridge site and included a questionnaire entitled, "Factual Characteristics for Navigability Determinations." The questionnaire has been completed and is attached.

Also attached is an aerial photograph showing the stream crossing and adjacent area. The bridge site is at a deep hole in the river. Down stream the water becomes shallow with rapids.

This is another one of the beautiful small streams which are a part of our glorious scenery but are certainly not navigable and should not be so classified.

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Assistant Structural
Design Engineer

Attachments

cc E. S. Hunter
D. H. Moehring
Gary Potter
C. O. Fredrickson

RECEIVED
TECHNICAL SERVICES

FEB 22 '78

REFER TO

FOR

Info	[illegible]	N/D	D/R	[illegible]	Act	[illegible]

7977 2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

Grand Ronde S.C.

APPLICANT: ~~Department of Transportation~~

PROJECT TITLE: Salmon River Highway Gr[illegible]

Po[illegible]

DATE: February 14, 1978

The state has reviewed your project and reached the following conclusions:

2/21/78
cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region 2 Engr.
Dist. 3 Engr.
Aeronautics Div.
Gerald Wimer
B. L. Gifford

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
FEB 24 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7801 2 180

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

NOTED
H.S. COULTER

BEN GIFFORD
-10-78

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT

JAN 13 1978

SALEM

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7801 2 180 Due Date: FEB 10 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC By Mel Lucas

7801 2 180

I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the Polk County comprehensive plan and efforts to update the plan (i.e. the County's compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the relationship between the statewide land use goals

#12 Transportation and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

1/20/78
lo

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Polk

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7801 2 180 Due Date: [illegible] 10 [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Dept. of Transportation

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- ( ) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

THIS PROJECT IS A NEEDED IMPROVEMENT.

Agency Soil & Water By C. V. Killen, Director

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7801 2 180 Due Date: FEB 10 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

RECEIVED
JAN 13 1978
DIVISION OF STATE LANDS

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

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( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7801 2 180 Due Date: FEB 10 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

THE HIGHWAY ENVIRONMENTAL SECTION WILL BE COORDINATING CULTURAL RESOURCE PROTECTION ON THIS SALMON RIVER HIGHWAY PROJECT IN POLK COUNTY.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency SHPO By David E Talbert

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

INTERGOVERNMENTAL RELATIONS
JAN 25 1978

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7801 2 180 Due Date: FEB 10 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

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( ) We have no comment.

(x) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(x) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Widening the South Yamhill River Bridge will probably require a fill and removal permit from the Division of State Lands. Impacts from this phase could be significant unless care is taken to prevent any pollutant or silt from entering the waterway.
All instream activities must be confined to the summer months to minimize impacts on aquatic resources.

Agency Fish & Wildlife By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 1/24/78

4p01g

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Dept. of Environmental Quality
RECEIVED
JAN 13 1978

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7801 2 180 Due Date: FEB 10 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

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( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Air quality and noise impacts which will occur during peak traffic periods (both today and in the future) should be studied at some depth and detail.

Agency DEQ By Anthony J. Venge Jr.

8777

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Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: ROW 18-2

INTER-OFFICE CORRESPONDENCE

February 8, 1978

Salem OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: THE FILE

SUBJECT: Grande Ronde Section
Salmon River Highway
Polk County
R/W File 50094

On Friday, February 3, 1978, Roger Trygstad and I went to Longview, Washington to talk with B. Howard Wills, President and General Manager, and Frances Jones, Roadmaster of the Longview, Portland & Northern Railway Company, concerning proposed encroachment on LP&N right of way on the subject section. I had previously forwarded to Mr. Wills an encroachment map showing the proposed easements and fee takings on the LP&N right of way. He responded to my letter with certain questions and comments. The purpose of the meeting was to try to iron out the proposed conflicts and answer Mr. Wills questions and concerns.

There are two areas of conflict with LP&N. One area is in the town of Grande Ronde in the vicinity of Highway Station 1109. At this point, the LP&N has a remnant of an old wye track that they use for switching in what would be considered their yard area. Our highway relocation calls for the removal of ten feet of existing track on the wye switch. Mr. Jones commented that in his next trip to Grande Ronde, he would investigate to determine if this ten feet of track could be removed and the switch immediately north still be usable by their switch engines.

Mr. Wills requested that the Highway Division purchase in fee that portion of LP&N right of way south of the existing highway at this point. The land necessary north of the highway for our proposed widening should be taken by means of a permanent easement from LP&N. The limits of this easement would be 50 feet from the roadway centerline as proposed.

The second area of concern is in the vicinity of Station 1126+50. At this location, our revised alignment calls for a further encroachment onto LP&N right of way to avoid the necessity to enter into Rock Creek for the proposed highway widening. Mr. Wills, in his letter, stated concern because of the high grade which he believed existed at this location. I showed him cross sections of the proposed relocated highway in this vicinity and he was surprised to learn that there wasn't a great grade differential between the railroad and the highway at this location. Mr. Jones said that he would review this also in the field in his next trip. I left with Mr. Wills copies of the highway sections and plans drawn to clarify their two problem areas.

I informed Mr. Wills that we would request a permanent easement in the vicinity of Station 1126 for our encroachment onto LP&N right of way and for other longitudinal encroachments to the project. He felt this to be of no major problem to LP&N.

Mr. Wills did express some concern as to our encroachment in the vicinity of Station 1126+50 due to the proximity of the edge of the highway with the centerline of the track. At Station 1126+50, the face of the curb is 12 feet from the railroad centerline. Mr. Wills stated that if the Public Utility Commissioner's office should enforce the toe path requirements necessary along railroad rights of way for the use of switchmen, etc., there would not be sufficient horizontal clearance between the centerline of the track and the roadway. He felt, however, that the Public Utility Commissioner's office in this short stretch of narrow clearance would grant a variance if and when the toe patch requirements were enforced. He could see no major concern over this matter and agreed with our reluctance to enter into Rock Creek to widen the highway on the inside of the existing curvature.

It is anticipated that Mr. Jones will be in the Grande Ronde area later this week and hope that we will receive word from Mr. Wills sometime during the week of February 13, 1978.

JEC:de
cc: J. H. Versteeg
J. B. Boyd
J. L. Sollis
C. O. Fredrickson
Lyle Watson
Floyd Scott

1 Versteeg ✓
2 Christensen
George
Olsen
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ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

January 10, 1978

TO **Executive Department**
Federal Aid Coordination Unit

Mid Willamette Valley Council
of Governments
200 Senator Bldg.
220 High St. NE
Salem, OR 97301

FROM for J L Gaither
D. E. Swan
Federal Aid Engineer

(Murphy Hill-Valley Jct.)

SUBJECT **Notice of Intent for Federal Aid Funds**
State Admin. Dist. No. 3
Section: Grand Ronde Section
Highway: Salmon River Hwy.
County: Polk

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be February 9, 1978.

BLG: dmc

Attachment

cc: **G. L. Green** ✓
H. S. Coulter
F. E. Torpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 2: J. Sheldrake
District 3: R. A. Kuehn
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JAN 10 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45 — Department of Transportation | 46] DIVISION [79 — Highway

03 12] APPLICANT ADDRESS STREET [45 — O'DOT Building | 46] CITY [60 — Salem | 76] ZIP [80 — 97310

04 12] CONTACT PERSON [45 — D. H. Moehring | 46] AREA CODE [48 — 503 | 49] PHONE [55 — 378 | 56] EXTENSION [59 — 6563

01 12] PROJECT TITLE [71 — Grand Ronde Section

11 12] PROJECT LOCATION—CITY — Salmon River Hwy. | PROJECT LOCATION—COUNTY — Polk | PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The proposal is to widen the existing facility to provide a continuous left turn

06 12] lane & widen travel lanes with paved shoulders. It is also proposed to widen the [71
South Yamhill River Bridge to the same configuration as the highway. Minor modi-

07 12] fication to the existing alignment is also proposed to minimize right-of-way [71
requirements and avoid channel changes.

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
610,600	-	99,400	-	-	710,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71 — Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45 — U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79 — FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Jan. 10, 1978

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 Feb | 43] DAY [44 9 | 45] YEAR [46 1978

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

if so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from perrinent plans.

IV Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Jan. 10, 1978

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY
3 PROJECT

NON-MAJOR
TQF-23(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

GRAND RONDE SEC
Section ~~Murphy Hill-Valley Jct.~~
County Polk
Highway Salmon River
Termini: M.P.(if appl) 20.08-21.8
Region

Date August 31, 1977
Unit (if appl)
City
State Hwy. No. 39
Length 1.58 miles
Construction Estimate $710,000
Program Amount

B. Purpose of Project:

The proposed project is being advanced as an overlay and safety project to improve highway safety and traffic flow.

C. Origin & History of Project: Originally a Murphy Hill-Fort Hill project was approved under the Bond program as a District 3, Priority No. 2. Preliminary engineering was approved Oct. 24, 1974. An Authority for Survey dated November 18, 1975 authorized preliminary engineering for a Murphy Hill-Valley Jct. Section as a Federal Aid project. An environmental assessment dated Nov. 19, 1975 identified the project as a Category 2 Major Action. The FHWA concurred in the Major Action Category by letter dated December 12, 1975. Preliminary engineering was terminated Feb. 1, 1977. The ODOT Commission approved a MP 20.5-21.8 unit of the Murphy Hill-Valley Jct. Sec. This unit was advanced as a high hazard elimination or modification project and was identified as a non-major action to be included in the statewide assessment for safety projects. Preliminary engineering has identified the need to acquire additional right-of-way. Consequently an Environmental Assessment discussing the impacts of right-of-way acquisition has been prepared.

D. General Description of Project: The proposal is to widen the existing facility to provide a continuous left turn lane & widen travel lanes with paved shoulders. It is also proposed to widen the South Yamhill River Bridge to the same configuration as the highway. Minor modification to the existing alignment is also proposed to minimize right-of-way requirements and avoid channel changes.

Alignment: New ______ Existing ______ Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0
Proposed: No. Lanes 2 ; Med. 1 ; Shldrs. 2 ; Parking 0

Traffic: Existing Facility: Existing ADT 5800 ; Projected ADT 11,000 ; Yr. 1995
Existing Level of Service C-D normal, E-F on some weekends and holidays

Proposed Facility: Projected ADT 11,000 ; Yr. 1995
Projected Level of Service C-D

734-3953 (10-75)

Right of Way: Additional anticipated yes (Yes, No); if yes, give approx. No. Parcels 17

Acres 2.25 ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s): Existing structure overcrossing the South Yamhill River would be widened on both sides.

Brief Description of River or Stream and Type of Involvement, if any:
The South Yamhill River is tributary to the Willamette River and is a valuable fishery resource. Widening the existing structure may require some instream work. A temporary impact to acquatic life.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Alternatives are confined to the proposed build alternative and the no-build option.

Other Descriptive Information or Comments:
The average daily traffic does not reflect the high recreational traffic volumes that occurs on weekends and holidays. Maximum one day traffic volume exceeded 11,000 vehicles in 1976.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The terrain is generally the flat to gently rolling valley floor at the convergence of the Rock Creek and South Yamhill River drainageways. Surface water runoff is west to east with stream headwaters originating in the easterly slopes of the coast range and eventually flowing into the Willamette River. The valley floor is generally open with drainageways well delineated by dense vegetation. Douglas fir is the dominant overstory tree throughout the valley and extending into the surrounding hills. Tree density varies from well scattered single trees to extensive groves of intermixed species. Drainageways and other wet areas have a midstory of maple and alder over-shadowing an understory of sword fern and shade tolerant grasses and forbes. Oregon grape and blackberry extend along edges of open areas where there is sufficient sunshine to encourage their growth.

Wildlife is varied and abundant in this area but are not identified as the project as proposed would not adversely affect their habitat.

2. Cultural: The project extends through an area of intermixed industrial and commercial businesses and residential homesites. The industrial and commercial businesses generally extend along the northerly side of the highway from the intersection of the Grand Ronde Road with the Salmon River Highway to the westerly end of the project area. Industrial complexes are associated with processing timber products and commercial businesses generally provide goods and services for a local populace and for the traveling public.

Southerly of the highway the area is residential with homesites varying in size from small lots to large acreage farms. Some homesites are extensively landscaped while others have retained the natural vegetation in a more rustic setting for their environment.

The cultivation of pasture lands is the apparent dominant farming activity as seen from the highway.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Right of Way required at various locations to widen the existing highway would be narrow strips adjacent to the present right of way. Right of way would be from industrial, commercial, and homesites. One homesite will be damaged by the loss of a major portion of the front yard. No homes or businesses will be displaced.

2. Estimated Impact on Traffic Patterns:

A left turn lane and wider travel lanes with paved shoulders would improve traffic flow and safety but would not change any traffic patterns.

Consequences--Air Quality, Noise, Safety, etc.:

Improved traffic flow would tend to improve air quality and ambient noise levels. No traffic lanes would be moved closer to any critical receptors.

3. Estimated Impact on Land Use:

The proposed project would have no impact on land use.

Consequences:

4. Expected Impact on Natural Ecological Resources:

No significant impacts on ecological resources have been identified.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

A cultural resource survey may be required.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:
Two commercial businesses, a restaurant and a second hand store, that presently use highway right of way for customer parking would lose this area as parking space. The business operators may consider this an economic impact.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards An FHPM 7-7-3 noise study report will be prepared.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

The proposed project would be consistant with the above plans and standards.

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION------------		X ----NON-MAJOR ACTION----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X___ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
In accordance with FHPM 7-7-2 Paragraph 10 e, projects of this type are ordinarily considered to be non-major actions and do not require the preparation of an E.I.S. or a Negative Declaration.

D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:
Two commercial businesses, a restaurant and a second hand store, that presently use highway right of way for customer parking would lose this area as parking space. The business operators may consider this an economic impact.

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------------MAJOR ACTION---------------- X ----NON-MAJOR ACTION-----

SIGNIFICANT: NON-SIGNIFICANT:

____ D & FEIS ____ D & F Neg.Dec. X ASSESSMENT ONLY

____ Section 4(f) ____ Section 4(f) ____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
In accordance with FHPM 7-7-2 Paragraph 10 e, projects of this type are ordinarily considered to be non-major actions and do not require the preparation of an E.I.S. or a Negative Declaration.

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4

1-10-78

8977

ROAD APPROACH LOCATIONS FOR CONSTRUCTION
MURPHY HILL-VALLEY JCT. SECTION
[redacted] COUNTY
PREFIX 27-1945

File	Name	Side	Station	Width	Mat.	Const. By	Remarks
None	N. R. Palanuk	North	1062+00	16'		Grantor	Reserve for future use.
49938	H & R Ditmore	South	1064+99	16'	AC	State	Residential.
	OSHD	North	1065+00	16'			Reserve for future use.
	OSHD	North	1066+70	26'	AC	State	Reserve for future use.
49942	J & L Hosley	North	1069+11	32'	AC	State	Commercial.
49939	B. Getzler	South	1069+86	16'	AC	State	Residential
49942	J & L Hosley	North	1071+10	32'	AC	State	Commercial
49939	B. Getzler	South	1073+20	16'	AC	State	Farm.
49940	R & R Alvord	South	1076+00	16'		Grantor	Reserve for future use.
49944	John J. Talbott	North	1077+15	32'	AC	State	Industiral/Residential joint use.
49940	R & R Alvord	South	1080+00	16'		Grantor	Reserve for future use.
49943	McMillan Shingles	North	1081+65	30'	AC	State	Industiral.
49945	Northwest Veneer	North	1086+95	32'	AC	State	Industrial.
49954	W & R Talbot P & L Moody CP)	South	1089+75	16'	AC	State	Residential.
49945	Northwest Veneer	North	1090+42	32'	AC	State	Industrial.
49956	B & L Shoff	South	1094+30	16'	AC	State	Residential.
49945	Northwest Veneer	North	1094+90	26'	AC	State	Industrial.
49956	B & L Shoff	South	1095+92	16'	AC	State	Residential.
	OSHD	North	1098+90	32'	AC	State	
49957	M. C. McKay, et al	South	1099+65	12'	AC	State	Farm.
49958	E. C. Gulick	South	1101+00	12'	AC	State	Residential.
49959	State Bd. of Forestry	North	1102+78	16'	AC	State	Public Agency.
None	H & O Gustavson/ R & D Holmsten	South	1103+32	26'	AC	State	Res./Comm. joint use.
49959	St. Bd. of Forestry	North	1103+95	16'	AC	State	Public Agency.
49961	R & D Holmsten	South	1105+10	20'	AC	State	Commercial.
49960	International Paper	North	1110+25	32'	AC	State	Industrial.
49962	C & M Anderson	South	1110+40	16'	AC	State	Residential.
49962	C & M Anderson	South	1112+22	16'	AC	State	Residential.
49962	C & M Anderson	South	1114+32	16'	AC	State	Residential.

File	Name	Side	Station	Width	Mat.	Const. By	Remarks
None	N. Palanuk	North	1117+00	20'	AC	State	Commercial.
None	C & M Anderson	North	1117+95	30'	AC	State	Commercial.
None	W & N McMillan	South	1130+90	20'	AC	State	Residential.
None	W & N McMillan	South	1132+55	20'	AC	State	Residential.
None	W & N McMillan	South	1133+80	16'	AC	State	Residential.
None	See Remarks	North	1141+90	20'	AC	State	RR X'ing to several properties.
49966	E & D Holloway	South	1143+58	16'	AC	State	Farm.

Approved: ______________________
Right of Way Manager

Approved: ______________________
Design Engineer

Approved: Robert E. Rees
Regional Construction Engineer

Recommended: ______________________
Locating Engineer

Submitted: Richard E. Reeves
Regional Liaison Agent

3 [illegible] 1
2 Christensen Doc
[illegible]
Olson
Turpin
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1 [illegible]
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ENGINEERING
SECTION

Trout

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1-10-78
Does not have to be signed - Rod Henry to Trout via telephone.

ACCESS LIST
MURPHY HILL-VALLEY JCT. SECTION
SALMON RIVER HIGHWAY
YAMHILL COUNTY
PREFIX 27-1945

Superseded by
Road Approach
List Rec'd 1-4-78

Name	Side	Station	Width	Mat.	Const. By	Remarks
N. R. Palanuk	North	1062+00	16'		Grantor	Reserve for future use.
H & R Ditmore	South	1064+99	16'	AC	State	Residential.
DOT	North	1065+00	16'			Reserve - public agency.
DOT	North	1066+70	26'	AC	State	Public agency.
J & L Hosley	North	1069+11	32'	AC	State	Commercial.
B. Getzler	South	1069+86	16'	AC	State	Residential.
L & L Hosley	North	1071+15 +10	32'	AC	State	Commercial.
B. Getzler	South	1073+20	16'	AC	State	Farm.
R & R Alvord	South	1076+00	16'		Grantor	Reserve for future use.
W.S. & E. Brewster/ McMillan Shingles	North	1077+15	32'	AC	State	Industrial/Residential joint use.
R & R Alvord	South	1080+00	16'		Grantor	Reserve for future use.
McMillan Shingles	North	1081+62 +65	30'	AC	State	Industrial.
Northwest Veneer	North	1086+94 +95	32'	AC	State	Industrial.
Northwest Veneer	North	~~1087+65~~	32'	AC	State	Industrial.
P & L Moody	South	1089+75	16'	AC	State	Residential.
Northwest Veneer	North	1090+44 +42	32'	AC	State	Industrial.
B & L Shoff	South	1094+30	16'	AC	State	Residential.
Northwest Veneer	North	1094+84 +90	26'	AC	State	Industrial.
B & L Shoff	South	1096+00 1095 +75	16'	AC	State	Residential.
DOT	North	1098+93 +40	32'	AC	State	Public agency.
B & L Shoff	South	1099+65	12'	AC	State	Farm.
E. L. Gulick	South	1101+00	12'	AC	State	Residential

3 Vorsteeg
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ENGINEERING SECTION

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Name	Side	Station	Width	Mat.	Const. By	Remarks
State Bd. of Forestry	North	1102+80 +78	16'	AC	State	Public Agency.
H & O Gustarson/ R & D Holmster	South	1103+22 +32	26'	AC	State	Res./Comm. joint use.
St. Bd. of Forestry	North	1104+00 1103 +95	16'	AC	State	Public Agency.
R & O Holmster	South	1105+10	20'	AC	State	Commercial.
International Paper	North	1110+25	32'	AC	State	Industrial.
C & M Anderson	South	1110+35 +40	16'	AC	State	Residential.
C & M Anderson	South	1112+30 +32	16'	AC	State	Residential.
C & M Anderson	South	1114+30 +32	16'	AC	State	Residential.
N. Palanuk	North	1117+00	20'	AC	State	Commercial.
C & M Anderson	North	1117+95	30'	AC	State	Commercial.
W & N McMillan	South	1130+90	20'	AC	State	Residential.
W & N McMillan	South	1132+55	20'	AC	State	Residential
W & N McMillan	South	1133+80	16'	AC	State	Residential.
E & D Holloway	South	1141+00 1143+58	16'	AC	State	Farm.

Approved: ______________________
Right of Way Engineer

Approved: ______________________
Design Engineer

Approved: Robert E. Rogers
Regional Construction Engineer

RECOMMENDED: ______________________
Locating Engineer

SUBMITTED: Richard E. Reeves
Regional Liaison Agent

8977

39

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

Section Grande Ronde M.P. 20.0 to M.P. 21.7
Highway [redacted] County Polk Prefix 27-1945
Length Miles 1.63 Designer Miller Date 12-13-77
Signed Prices from Sanford 12-13-77 Title

Grading & Drainage		$ 611,300
Surfacing		$
Extra Work		
Temp. Striping	$ 1500	
Perm. Striping	$ 2000	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ 3500
TOTAL		$ 614,800
+ 20 % Engineering and Contingencies		$ 122,960
Structures		
16' Wide x 122' x $49	$ 95,648	
+ 20% E & C	$ 19,152	
	$	
	$	
TOTAL STRUCTURES		$ 114,800
Right of Way		$ 3,000
TOTAL ESTIMATED COST		$ 855,560

STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3

Date 12 13 77

Section "Grande Ronde MP 20.0 to MP 21.7

County Polk

Kind Of Work Grading, Paving, Struct.

Length 1.63

Name Sanford - 12-13-77

No	Item	Code	Unit	Quant.	Unit Cost	Total
1.	Mobilization 8%	110	Lump Sum	All	-	$ 45,277
2.	Temp. Protection & Direct. of Traffic	111a	Lump Sum	All	-	21,665
3.	Temporary Signing	111b	Sq. Ft.	427.5	6.50	2779
4.	Flagmen	111e	hour	224	18.50	4144
5.	Clearing & Grubbing	201	acre	4.0	1500.00	6000
6	Removal of Struct. & Obstruct.	202.91	Lump Sum	All	-	1500
7.	Embankment in Place	203	Cu. Yds	11,923	4.00	47,692
8.	Trench Excavation	206	Cu. Yds	415	10.00	4150
9.	Finishing Rdbd & Slopes	222	Mile	1.63	1500.00	2445
0.	Aggregate Shld. Rock	304	ton	3670	6.50	23,855
11.	Cement Treated Base Mixture	308.91(A)	ton	14,510	8.50	123,335
	Portland Cement in CTB Mix.	308.91(B)	Ton	800	71.00	56,800
	Asphalt in Seal	308.91(C)	ton	28	140.00	3920
	Asphalt Concrete Pvmt. Class B	401.82	ton	10,623	15.00	159,345
	Asphalt Cement in Mix ("B")	401.82	ton	690	86.00	59,340
	Asphalt in Tack Coat	401.82	ton	11	160.00	1760
	12" Culvert Pipe	603	L.F.	970	9.00	8730
3	12" Storm Sewer Pipe	603	L.F.	40	9.00	360
9	15" Culvert Pipe	603	L.F.	222	10.50	2331
0	18" Culvert Pipe	603	L.F.	256	13.75	3520
1	18" Storm Sewer Pipe	603	L.F.	92	13.75	1265

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3

Date 12-13-77

Section Grande Ronde MP 20.0 - MP 21.7

County Polk

Kind Of Work Grading, Paving, Struct

Length 1.63

Name Sanford - 12-13-77

No	Item	Code	Unit	Quant.	Unit Cost	Total
22	30" Culvert Pipe	603	LF.	88	29.50	$2596
3.	Extra for Pipe [illegible] Permit	603.84	LF.	131	10.00	1310
4.	Conc. Inlets Type G-1	604	Each	2	400.00	800
5	Guardrail Type 2A	606.91	LF.	1287.5	10.00	12875
6	Guardrail Type 3	606.91	LF.	100	16.00	1600
7	Guardrail Anchors Type 1	606.91	Each	8	250.00	2000
28	Guardrail End Piece Type "C"	606.91	Each	8	110.00	880
9	Concrete Curb Type "C"	609.91	Lin Ft.	200	4.25	850
0.	Concrete Curb Type "F-1"	609.91	Lin Ft	825	1.25	1031
1.	Extra for AC Approaches	610.82(A)	Each	35	125.00	4375
	Extra for Road Connections	610.82(A)	Each	5	250.00	1250
	Delineators	623	Each	70	16.00	1120
4.	Cap Inlet	628.91	Each	1	150.00	150
5.	Adjust Inlet	628.91	Each	1	250.00	250
						$ 611,300

8977

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 11, 1977

J H Versteeg

FROM: J. H. Versteeg
Head of Engineering

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Grande Ronde Continuous Left-turn
Murphy Hill-Valley Junction
Salmon River Highway
Polk County

Attached is a copy of Duane Christensen's Memo to the Files proposing two travel lanes, a continuous left-turn and 8' shoulders for this project.

Your comments are invited.

JHV:jh
Attachment

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TECHNICAL SERVICES
OCT 11 '77
REFER TO
Versteeg
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Info	Inves	R/D			Act	File

10-13-77
cy

I agree with
the recommendation
Ed.

8977

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
October 11, 1977

J H Versteeg

FROM: J. H. Versteeg
Head of Engineering

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Grande Ronde Continuous Left-turn
Murphy Hill-Valley Junction
Salmon River Highway
Polk County

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Your comments are invited.

JHV:jh
Attachment

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TECHNICAL SERVICES
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Cy

I agree with
the recommendations
Ed.

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 7, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILES

SUBJECT: MP 20.08-21.8 Unit
Murphy Hill-Valley Junction
Salmon River Highway
Polk County

The subject project was generated by representatives of the Lincoln City Chamber of Commerce and a petition of 425 signatures from persons in the Grand Ronde area requesting a divided center-turn lane and 8 foot shoulders.

The project was approved by the Commission on March 15, 1977.

A four lane facility with a continuous left-turn lane is not economically feasible at this time and is not included in the proposed preliminary 6 year program.

The approved assessment dated August, 1977, addresses itself to a two-lane facility with a continuous left-turn lane, widened shoulders and a widened bridge over the South Yamhill River.

A study was done by the Location Section in May, 1977, which concluded that a refuge lane and adequate shoulders could provide some improvement.

Based on these findings I recommend we develop contract plans based on two 12 foot lanes, a 12 foot continuous left-turn lane and 8 foot shoulders. The bridge will be widened to provide for two 12 foot lanes and 8 foot shoulders.

This is estimated to cost approximately $805,000.

DOC:az
cc: L. K. Watson

1 Versteeg
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 26, 1977

FROM: Duane L. Christensen
Final Design Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: Murphy Hill-Valley Jct. Section
MP 20.08-21.8 (Grande Ronde)
Salmon River Highway
Polk County

Two alternatives have been proposed for this section as follows:

1. Two 12' lanes with 10' paved shoulders. Left turn refuges would be provided at County Road 686 (Station 1067) and at East Avenue, County Road 681 (Station 1120). The structure across the South Yamhill River would be widened. The cost of this proposal would be approximately $802,000. This was the plan submitted by the field.

2. This alternate would provide for two 12' travel lanes, a continuous 12' left turn lane and 6' shoulders from the west end of the project to Station 1122, just past County Road No. 681. The remainder of the Section out and across the South Yamhill River Bridge would provide for two 12' lanes and 8' shoulders. We would propose to widen the structure on one side only. The cost of this proposal is $782,000.

The main concern of the public according to Region is to provide for turning movements at both County Roads Nos. 686 and 681 and to provide a wider bridge.

The alternate employing the continuous 12' left turn lane does this and in addition provides for other left turn movements to the various mills, restaurants, business establishments and residences throughout this heavily traveled section. This alternate was discussed with Roger Trygstad in Traffic and it was his opinion that this alternate would be superior to the first alternate. He did not believe that the continuous left turn lane, so identified, would be utilized for a passing lane.

The project assessment dated August 31, 1977, describes the project as providing for a continuous left turn lane.

Mr. Sheldrake was consulted in regard to the two alternates and is agreeable to the alternative containing the continuous left turn lane.

As a result of the above review and agreement of Traffic and Region, we will develop plans based on the continuous left turn alternate.

DOC:jh
cc: E. S. Hunter
John Sheldrake
Frank Terpin
L. E. George
Lyle Watson

1 Versteeg ✓
2 Christensen DOL
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Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
March 30, 1977
Salem, OR 97310

FILE:

NOTED
E. S. HUNTER

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Statewide Assessment
M.P. 20.5-M.P. 21.8 (Grand Ronde)
Title II, Section 209
Salmon River Highway
Polk County, Oregon

The subject proposal is being advanced as a High Hazard elimination or modification project to be funded under Title II, Section 209 of the Highway Safety Act of 1973.

The purpose of the project is to improve highway safety and minimize congestion by widening the existing facility between M.P. 20.5 and M.P. 21.8 to provide a continuous left turn lane.

Average daily for 1975 was 5,800 vehicles of all types. Projected traffic for 1995 is 11,020. Between M.P. 20.68 and 21.19 the accident rate for 1975 was 6.83 per million vehicle miles. The statewide average for accidents on similiar types of highway is 2.10.

The subject project has been assessed and evaluated for its potential impact on the quality of the human environment. It has been determined that no new right-of-way will be required, and that this project is of a type for which the Statewide Assessment for Safety Projects is applicable. The Statewide Assessment classifies this project as Non-Major.

GAP:cjh

cc: E. S. Hunter ✓
John Sheldrake
Eddie Welsh
L. E. George
Bill Kappus-FHWA

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MAR 30 '77
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FOR

Info	Invest	R/D	D/R	Sign	Act	File

8177 1-26-76 2

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RF-159(6)

STATE PROJECT NO.
Murphy Hill-Valley Jct.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RF-79

COUNTY NAME
Polk

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
1-26-76

FEDERAL ROUTE NUMBER
Primary Route 23

STATE ROUTE NUMBER
Primary Route 39

GENERAL LOCATION:
SR 2.9 miles east of Tillamook County Line east 5.26 miles

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☑ OTHER *(Specify)* all phases of preliminary engineering necessary to obtain location/design approval at a total estimated cost of $60,000- Federal funds $46,900.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 1-26-76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 1-14-76 letter you are authorized to proceed with the work as shown above.

DATE
1-26-76

SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner Jr

TITLE
Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 1-26-76

BY (Signature): L. W. Rulien's letter of 1-14-76

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS
☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1*
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (Note) Location	Work
9	RF-159(6)	5.26	64,000	50,000	Murphy Hill-Valley Junction Section. Polk County State of Oregon	Preliminary Engineering including PE by utility Forces.

...ED
... ENGR
FEB 3 '76
REFER TO
FOR

REMARKS (Division)

RECOMMENDED

DATE	SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
1-26-76	G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 918-480

6977

January 14, 1976

TO R. L. Green, Division Administrator
Federal Highway Administration

FROM R. W. Mullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-159(6)

We are submitting program data for one project, Item No. 79, Project No. RF-159(6), "Murphy Mill-Valley Junction Section", which we desire to have included in the Federal-Aid Rural Primary Highway Program.

We request concurrent with program approval, authorization to proceed with the preliminary engineering necessary to obtain location/design approval at an estimated total cost of $60,000 with obligation of $46,000 in federal funds.

One copy each of the State Clearinghouse and the District 2 Clearinghouse A-95 review letters of approval were previously forwarded.

ML:sre

Enclosure

cc: C. O. Fredrickson (Region 2)

MONTHLY TRANSACTION NO.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

DATE SUBMITTED TO W.O.

January 14, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 SR 18, 2.9 mi. E. Tillamook Co. Line, E. 5.26 miles 65	ADT	PRESENT 5,200 (66)	FUTURE 9,900 (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	ENERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) RF 14 23	NUMBER 159 7

CARD 4	CLASS OF FEDERAL FUNDS Rural Primary		COUNTY NAME Polk			
	NAME OF URBAN AREA -- 17-31	ROUTE NO. P	FEDERAL-AID 23 (32)		STATE 39 (36)	U.S. -- (37)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5 1					PE		SR 18, 2.9 mi. E. Tillamook Co. Line, E. 5.26 mi.	5.26	64,000	50,000	14,000	
5					ROW							
5					CONST (CODE)		"Murphy Hill-Valley Junction Section"					

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	5.26	64,000 (16) (23)	50,000 (24) (33)	14,000	
1	14	PROGRAM APPROVAL DATES					REMARKS	

-OVER-

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 14, 1976

LOCATION (45 typewriter spaces) 18, 2.9 mi. E. Tillamook Co. Line, E. 5.26 iles	ADT	PRESENT 5,200	FUTURE 9,900	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 073
								ITEM NO. 79

K (35 typewriter eering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RF	NUMBER 159	SEQ. NO. (6)	T. Projects Only POST MI.	DESIG.

ural Primary

--

COUNTY NAME	CODE	PROGRAM STAGE
Polk		☐ 1 OR ☒ XX 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	23	39	--

				ESTIMATED PROJECT COST BY PHASES				
YPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		SR 18, 2.9 mi. E. Tillamook Co. Line, E. 5.26 mi.	5.26	64,000	50,000	14,000		Preliminary Engineering all phases incl. P.E. by Utility forces.
W								(Future 4-12' lanes H.T. pave, 10' shoulders)
ST		"Murphy Hill-Valley Junction Section"						ROW - 200 normal; access control-Partial; Parking Restrictions-None.
	CL	PROJECT TOTALS	5.26	64,000	50,000	14,000		

AL DATES

REMARKS

-OVER-

MURPHY HILL-VALLEY JUNCTION SECTION

PROJECT NO. RF-159(6)

Existing Facilities:

Roadway --- 21-foot oil surface with gravel shoulders.
Structures --- Rogue River Bridge #4573; 76' RCDG 26'; 3.5' sidewalk each side; H-15 loading.
S. Yamhill River Bridge #1612; 122' RCDG; H.C. 24'; 3.5' sidewalk each side; H-15 loading.

Adjacent Sections:

W. End --- 48-foot A.C. surface 4-foot oiled shoulders.

E. End --- 21-foot Oil surface 4-foot gravel shoulders.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces for the future construction necessary to provide ultimate 4-12' lanes of high-type pavement with 10-foot shoulders.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Major action project concurred in by FHWA on December 12, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 3 Clearinghouse A-95 review approval letters both dated December 30, 1975.

FHPM 7-7-5 Requirements:
(a) Public Hearings ------ Will be held
(b) Location/Design ------ Approval will be requested under seprate action.

Date for PR-37:

Preliminary Engineering ------	Field Work	$60,000
	P. S. & E. Preparation	4,000
	Total	$64,000

Note: This project is in Congressional District No. 1.

8727

LWR

2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Murphy Hill - Valley Junction POLK

DATE: 12/30/75

The state has reviewed your project and reached the following conclusions:

1-6-76
cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
C. O. Fredrickson
F. T. Lacey
W. D. Albright
Aeronautics Div.

☒ XX No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
JAN 6 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7512 2 230

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

NOTED
MARIE STEPHENS

11-29-75
BEN GIFFORD
TEJOB

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
DEC 08 1975
DIVISION OF STATE LANDS

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

LOCAL GOVERNMENT RELATIONS DIV.
DEC 19 1975

PNRS STATE REVIEW

Project #: 7512 2 230 Due Date: DEC 26 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☑ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has adverse effects.

☐ We are interested but require more information to evaluate the proposal.

☐ Please coordinate the implementation of the proposal with us.

☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Division routinely applies for permits needed from the Division of State Lands.

RECEIVED
STATE HWY ENGR
JAN 6 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Agency Lands By Jan Haley

8977 Form FHWA 121 (Rev. 5-73)

2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 12, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Project RF-159(-)
Murphy Hill-Valley Junction
Salmon River Highway
Polk County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Rulien's December 5 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of an Environmental Impact Statement.

It should be understood that our concurrence is only on the type of action and type of environmental document.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William A. Kappas
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 2, Welsh)

RECEIVED
STATE HWY ENG'R
DEC 18 '75
REFER TO
Rulien
FOR
Info ✓

Cy Schneider
12-18-75

8977

2

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 29, 1975

TO
Executive Department
Federal Aid Coordination Unit

Mid Willamette Valley
Council of Govts.
Room 305, Civic Center
Salem, Oregon 97301

FROM
George N. Hopkins
George N. Hopkins
Project Development Engineer

SUBJECT
Notice of Intent for Federal-aid Funds
State Admin. Dist. No. 3
Murphy Hill-Valley Junction
Salmon River Hwy., Ore. Route 18
Polk County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be January 2, 1976.

Attachment

BLG:md

cc:
G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
C. O. Fredrickson
F. T. Lacey
Aeronautics Div.
W. D. Albright

RECEIVED
STATE HWY ENGR
DEC. 2 '75
REFER TO
FOR

Info	Inves	R:D	D:R	Sign	Act	File

NOTED
R. L. SCHROEDER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 — 12] **APPLICANT** [45: State Highway Division — 46] **DIVISION** [79: Department of Transportation

03 — 12] **APPLICANT ADDRESS** **STREET** [45: State Highway Building — 46] **CITY** [60: Salem — 76] **ZIP** [80: 97310

04 — 12] **CONTACT PERSON** [45: L. W. Rulien — 46] **AREA CODE** [48: 503 — 49] **PHONE** [55: 378 — 56] **EXTENSION** [59: 6563

01 — 12] **PROJECT TITLE** [71: Murphy Hill-Valley Junction District 3

11 — 12] **PROJECT LOCATION—CITY**: Salmon River Hwy.
Ore. Route 18 — **PROJECT LOCATION—COUNTY**: Polk — **PROJECT LOCATION** [79 SEC: - T: 6S R: 8W

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This proposal is to conduct the necessary preliminary engineering survey to identi- [71

06 12] fy a possible improvement project to be considered for future construction. The [71

07 12] survey begins at Murphy Hill (M.P. 17.8) thence easterly to the junction of the [71

08 12] Salmon River Hwy. with the Three Rivers Hwy. at Valley Junction (M.P. 23.06), [71

09 12] overall length 5.26 miles. [71

10 12]

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	42,900	-	12,100	-	-	55,000

13 — 12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45 — 46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79

14 — 12] **FEDERAL PROGRAM TITLE** [71: Title 23 U.S.C. Highways

15 — 12] **FEDERAL AGENCY NAME** [45: U.S. Department of Transportation — 46] **FEDERAL SUB-AGENCY NAME** [79: Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Nov. 29, 1975

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☒ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: January — 43] DAY [44: 2 — 45] YEAR [46: 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 11/29/75

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

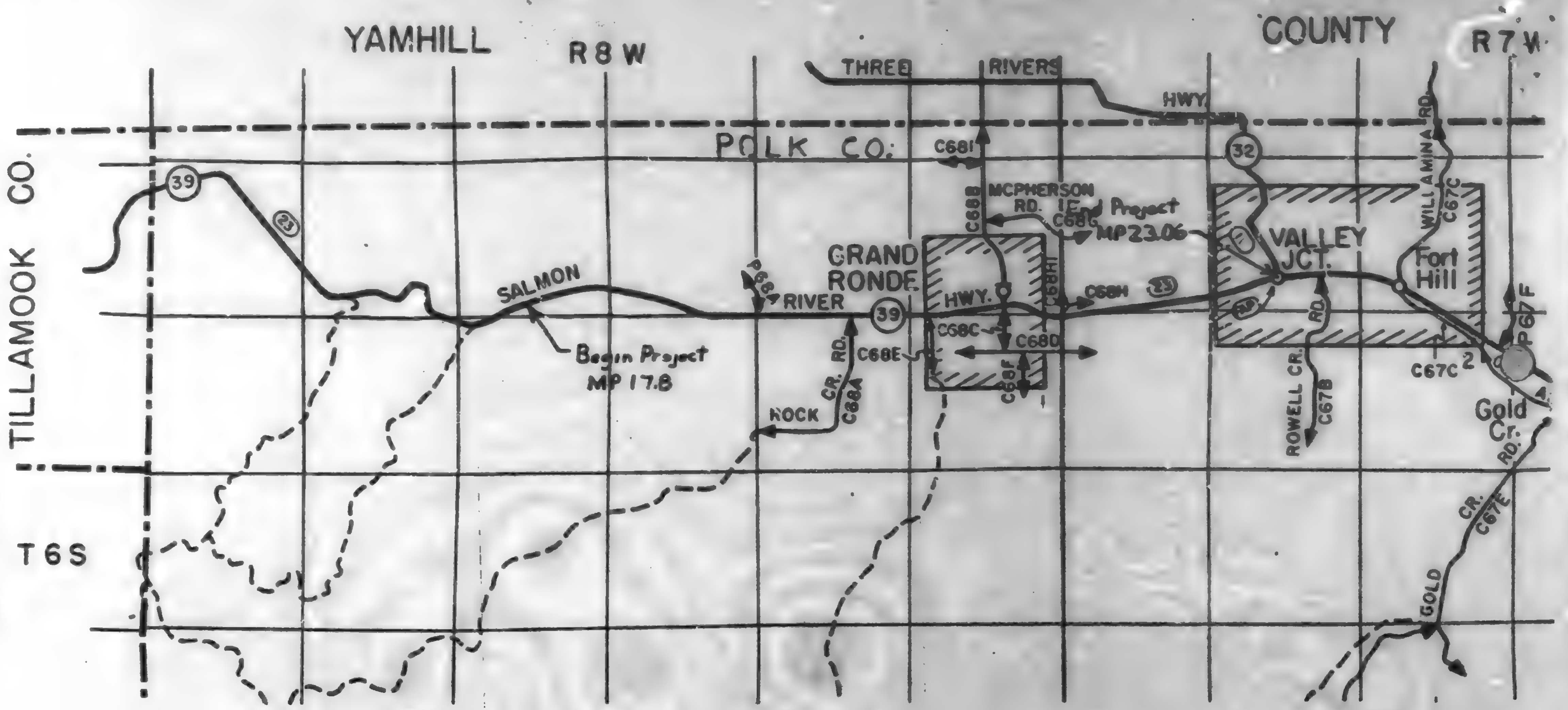
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

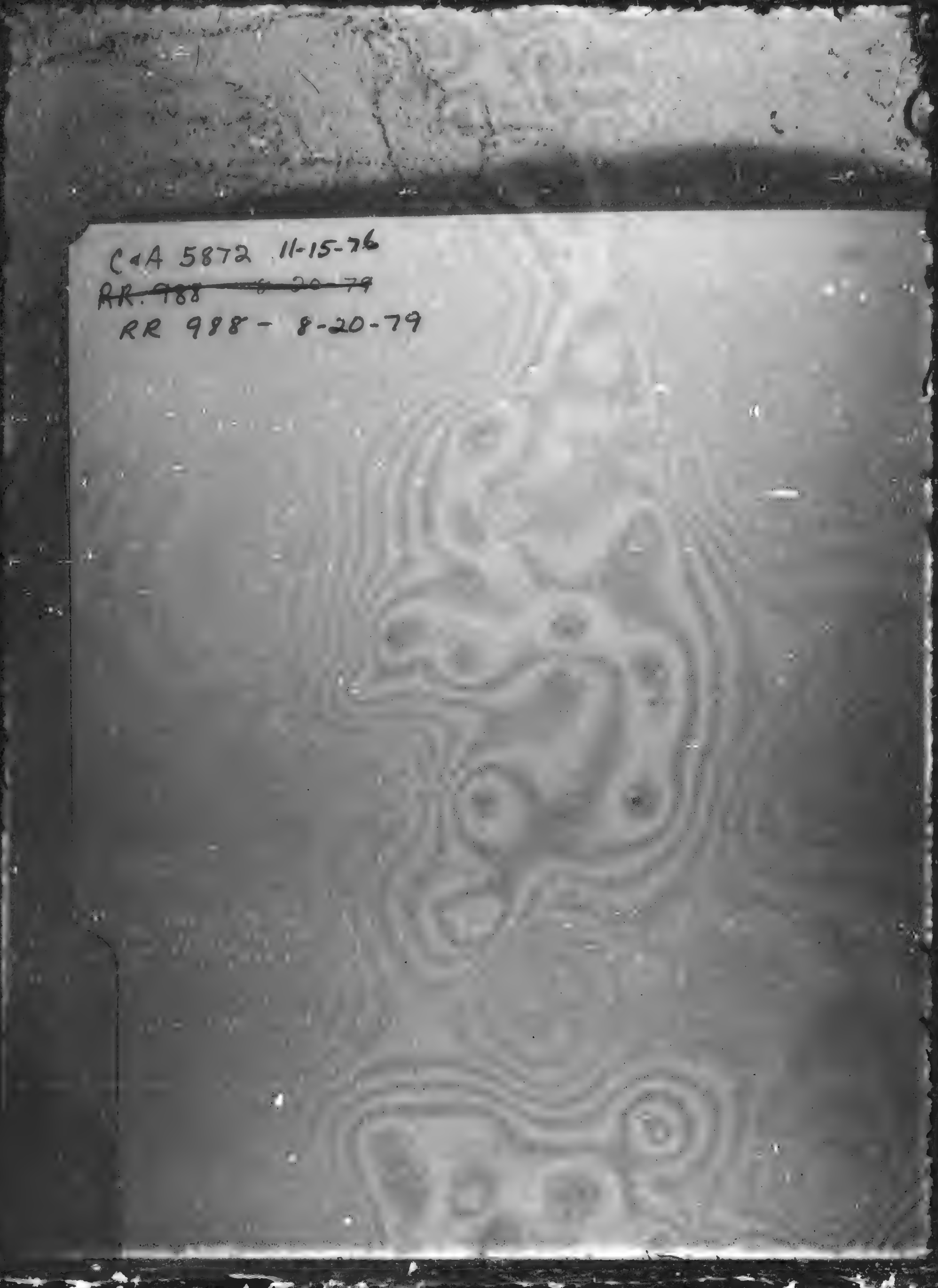
17(E) This is a Category 2 Project of major-significant environmental impact under Oregon's Action Plan.

This survey is proposed by the State Highway Division and is intended to develop the preliminary engineering phase only through location and/or design.


YAMHILL
R8W
COUNTY
R7W
TILLAMOOK CO.
POLK CO.
T6S
THREE RIVERS HWY.
39
23
32
SALMON RIVER HWY.
Begin Project MP 17.8
P68A
GRAND RONDE
ROCK CR. RD.
C68A
C68E
C68C
C68F
C68D
C68I
C68B
MCPHERSON RD. 1E
C68G
End Project MP23.06
C68H1
C68H
VALLEY JCT.
Fort Hill
WILLAMINA RD.
C67C
ROWELL CR. RD.
C67B
P67F
Gold Cr.
GOLD CR. RD.
C67E

SKETCH MAP
MURPHY HILL-VALLEY JCT. SECTION
POLK COUNTY
SALMON RIVER HWY.
R7WT6S, R8WT6S W.M.

1979 Nehalem River (CCC) 8978
Bridge Sec.-FAS A727.
(Gr., pav. & st.) #1



CdA 5872 11-15-76
~~RR. 988 8-20-79~~
RR 998 - 8-20-79

8978

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 10-5-83

COUNTY: TILLAMOOK AGREEMENT NO: 5872 PROJECT NO: RS A727(2)

CONTRACT NO: 8978 SECTION: Nehalem R. (CCC) Br. Foss Road

P.E.	Consultant	(Federal Participation)	$ 24,015.00
	State		8,569.28
			$ 32,584.28

Federal Funds Collected $27,957.31

Construction:		
Payment to Contractor	(Non Participation)	$434,768.04
Engineering - Consultant		55,810.54
- State		4,933.82
Audit		322.59
EEO		97.36
		$495,932.35
Interest on Final Payments	(Non Participation)	$ 573.11
Engineering		10.01
		$ 583.12

Federal Funds Collected $437,164.37

County's Share is as follows:
1/2 ($32,584.28 - $27,957.31 + $495,932.35 - $437,164.37) + $10.01 + $573.11 = ~~$32,275.59~~
(31,697.48) + 10.01
$32,280.60

REFERENCE: BILLING CC 83-20

hk:pf

8978 7-28-83 529-1006

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. RS-A727(2)

PROGRAM APPROVED

VOUCHER PERIOD From: 6-6-79 To: 10-25-82

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$496,515.47	$495,932.35	88.15%	$437,164.37	$437,164.37	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 7/28/83 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Foss Road Tillamook County					
	Construction					
	Type Code 5201					
	Roadway (Sta. 2+27 To Sta. 5+49.82)(Sta. 8+0782 to Sta. 9+90)					
	Final Contract Payment Summary	Lump	Sum		$ 75,691.31	
	Type Code X081					
	Structure, Bridge #11279A (Sta. 5+49.82 to Sta. 8+07.82)					
	Final Contract Payment Summary	Lump	Sum		359,076.73	
	Total Participating Construction Cost				$434,768.04	
	Construction Engineering					
	OBEC Consulting Engineers	All	Required		$ 55,810.54	
	State	All	Required		4,933.82	
	Total Participating Construction Engineering				$ 60,744.36	
	Misc. Project Cost					
	Audit Expense	All	Required		322.59	
	EEO Monitoring Expense	All	Required		97.36	
	Total Participating Misc. Project Cost				$ 419.95	
	Total Participating Project Cost				$495,932.35	
	Nonparticipating Project Cost					
	Interest on Final Payments	All	Required		573.11	
	Construction Engineering (State)	All	Required		10.01	
	Total Nonparticipating Project Cost				$ 583.12	
	Total Project Cost				$496,515.47	
	Prepared based on Participating Costs as shown on Federal Billing as of 8/4/83.					
	AMOUNT CARRIED FORWARD					

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	NEHALEM RIVER-(CCC) BRIDGE SECTION Tillamook County					
	PRELIMINARY ENGINEERING Type Code PE					
	State	All	Required		8,589.28	
	Consultant	Lump	Sum		24,015.00	
	Total Participating Cost	32,604.28				
	Prepared based on participating costs as shown on the federal billing as of 10-18-79					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg - Salem Oregon 97310

STATE Oregon	FEDERAL AID PROJECT NO. RS-A727(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 6-13-78 To: 6-8-79

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
32,584.28	32,584.28	85.80%	27,957.31	27,957.31	0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		Oregon
PASSED FOR PAYMENT		V. E. Shaeg Controller 10-1-79
FORWARDED BY FHWA DIVISION OFFICE		

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
                 528    1961       927      00 P 1                              4,793.10        4,793.10
                                   TOT      P1                                 11,104.84       16,731.25
                               ** JOB TOTALS **                   **           11,104.84  **   16,731.25  **

   001649000036308I CONT NO        FA PROJ NOS RS  727001 100                                            STATE
                 529    1967       296      00 N 9                                             28,957.31CR
                 529    1967       297      00 N 9                                              1,000.00
                 529    1967       298      00 N 9                                             27,957.31
                 529    1967       901      00 P 1                                                606.83
                 529    1967       902      00 P 1                                                 60.06
                 529    1967       904      00 P 1                                             24,015.00
                 529    1967       905      00 P 1                                                445.22
                 529    1967       906      00 P 1                                              1,542.28
                 529    1967       910      00 P 1                                                918.71
                 529    1967       911      00 P 1                                                 11.59
                 529    1967       914      00 P 1                                                 39.66
                 529    1967       918      00 P 1                                                 30.45
                 529    1967       920      00 P 1                                                152.54
                 529    1967       921      00 P 1                                              1,184.77
                 529    1967       922      00 P 1                                                126.82
                 529    1967       923      00 P 1                                              3,050.30
                 529    1967       980      00 P 1                                                517.10



TOTAL TO DATE JOB COST SUMMARY                                                   JUNE 1981       PAGE 910

                                                                                  FISCAL         GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                                                                                                32,584.28
                                   TOT      P1
                               ** JOB TOTALS **                   **              **            32,584.28  **

   001649000006308I CONT NO        FA PROJ NOS RS  311601 100                                             STATE
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                 530    1923       298      00 N 9                                             21,150.25
                 530    1923       901      00 P 1                                              4,411.89
                 530    1923       904      00 P 1                                                489.20
                 530    1923       905      00 P 1                                              3,100.02
                 530    1923       906      00 P 1                                              9,446.30
                 530    1923       909      00 P 1                                                366.34
                 530    1923       910      00 P 1                                                102.64
                 530    1923       912      00 P 1                                                 17.49
                 530    1923       914      00 P 1                                  .60           202.96
                 530    1923       914      00 M 1               .02                .02              .02
                 530    1923       918      00 P 1                                              2,031.52
                 530    1923       920      00 P 1                                              [illegible]
                 530    1923       921      00 P 1                                              [illegible]
                 530    1923       923      00 P 1                                              1,316.21
                 530    1923       924      00 P 1                                              2,011.34
                                   TOT      P1                                      .60         24,5[illegible].64
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                                          TOT     P1                        11,104.84         16,731.25
                                       ** JOB TOTALS **            **       11,104.84   **    16,731.25  **

     0016490000063081 CONT NO        FA PROJ NOS RS  727001 100                                         STATE
                         529    1967       296     00 N 9                                28,987.31CR
                         529    1967       297     00 N 9                                 1,030.00
                         529    1967       298     00 N 9                                27,957.31
                         529    1967       901     00 P 1                                   485.83
                         529    1967       902     00 P 1                                    60.06
                         529    1967       904     00 P 1                                24,015.00
                         529    1967       905     00 P 1                                   449.22
                         529    1967       906     00 P 1                                 1,542.25
                         529    1967       910     00 P 1                                   918.71
                         529    1967       911     00 P 1                                    11.59
                         529    1967       914     00 P 1                                    39.64
                         529    1967       918     00 P 1                                    30.45
                         529    1967       920     00 P 1                                   152.54
                         529    1967       921     00 P 1                                 1,184.77
                         529    1967       922     00 P 1                                   126.82
                         529    1967       923     00 P 1                                 3,050.30
                         529    1967       980     00 P 1                                   517.10

TOTAL TO DATE JOB COST SUMMARY                                    JUNE 1981          PAGE  910

                                                                    FISCAL           GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX      FUNCTION   OR  CURRENT MONTH     YEAR TO DATE       TO DATE

                                          TOT     P1                                                  32,584.28
                                       ** JOB TOTALS **            **                       **        32,584.28  **

     0016490000063081 CONT NO        FA PROJ NOS RS  311601 100                                          STATE
                         530    1923       296     00 N 9                                21,150.25CR
                         530    1923       298     00 N 9                                21,150.25
                         530    1923       901     00 P 1                                 4,411.89
                         530    1923       904     00 P 1                                   489.20
                         530    1923       905     00 P 1                                 3,100.02
                         530    1923       906     00 P 1                                 9,446.30
                         530    1923       909     00 P 1                                   366.34
                         530    1923       910     00 P 1                                   103.64
                         530    1923       912     00 P 1                                    17.49
                         530    1923       914     00 P 1                         .60       202.96
                         530    1923       914     00 N 1             .02         .02          .02
                         530    1923       918     00 P 1                                 2,031.52
                         530    1923       920     00 P 1                                   136.10
                         530    1923       921     00 P 1                                 1,314.13
                         530    1923       923     00 P 1                                 1,016.21
                         530    1923       926     00 P 1                                 2,015.84
                                          TOT     P1                              .60    24,660.64
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TOTAL TO DATE JOB COST SUMMARY                                                  JUNE 1979        PAGE 818
                                                                                  FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX    FUNCTION  OR  CURRENT MONTH     YEAR TO DATE        TO DATE
                                   529  1957     905      00 P 1                                   3,627.29
                                   529  1957     910      00 P 1                                     937.[illegible]
                                   529  1957     912      00 P 1                                      35.62
                                   529  1957     914      00 P 1                                       [illegible]
                                   529  1957     920      00 P 1                                       [illegible]
                                   529  1957     921      00 P 1                                     466.[illegible]
                                   529  1957     950      00 P 1                                      72.[illegible]
                                                 TOT      P1                                      12,[illegible]5.02
                                                 T[illegible]      M1                                         254.03
                                           [illegible] TOTALS **                 **             **    13,0[illegible].06  **

3RD ST [illegible] KING (TILLAMOOK)    CONT NO    [illegible] FG [illegible] NOS SRS 00S011 100                  00      STATE
                                   529  1960     [illegible]      00 M 9                                      [illegible].05
                                   529  1960     296      00 M 9                                     17[illegible].[illegible]CR
                                   529  1960     298      00 M 9                                     150.92
                                   529  1960     90[illegible]      00 P 1                                      99.[illegible]
                                   529  1960     906      00 P 1                                      16.00
                                   529  1960     914      00 M 1                                      11.[illegible]
                                   529  1960     923      00 P 1                                     101.81
                                                 TOT      P1                                         167.69
                                                 TOT      M1                                          11.2[illegible]
                                              ** JOB TOTALS **                   **             **       17[illegible].[illegible]   **

NEHALEM RIVER BRIDGE           CONT NO        FA PROJ NOS RS  727001 100                            00      STATE
                                   529  1967     296      00 M 9                      16,500.00CR      16,500.00CR
                                   529  1967     297      00 M 9                       1,000.00         1,000.00
                                   529  1967     298      00 M 9                      15,[illegible].00        15,[illegible].00
                                   529  1967     901      00 P 1         53.60              99.96           486.83
                                   529  1967     902      00 P 1                                           46.[illegible]
                                   529  1967     904      00 P 1      5,100.00          24,015.00        3[illegible],015.00
                                   529  1967     905      00 P 1         38.80             449.22           449.22
                                   529  1967     906      00 P 1                        1,309.69         1,[illegible]
                                   529  1967     910      00 P 1                           202.96           9[illegible].71
                                   529  1967     911      00 P 1                            11.59            11.59
                                   529  1967     914      00 P 1                            32.64            32.64
                                   529  1967     915      00 P 1                                             [illegible]
                                   529  1967     920      00 P 1         68.48             152.54           152.54
                                   529  1967     921      00 P 1        5[illegible].[illegible]           1,1[illegible].77         1,1[illegible].77
                                   529  1967     922      00 P 1        111.46             126.82           126.82
                                   529  1967     923      00 P 1                            69.78         3,060.30
                                   529  1967     950      00 P 1                                           512.10
                                                 TOT      P1          5,897.70          27,661.94        32,5[illegible].2[illegible]
                                              ** JOB TOTALS **        5,897.70  **      27,661.94  **    32,5[illegible].2[illegible]   **

WALLA WALLA RIV BR (MILT-FRWT CONT NO     FA PROJ NOS RS  311601 100                            00      STATE
                                   530  1923     296      00 M 9                       1,617.00CR       20,592.00CR
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                                                                          FISCAL            GRAND TOTAL     ACTIVE YRS
DESCRIPTION                PREFIX  FUNCTION SUB F. GR   CURRENT MONTH    YEAR TO DATE        TO DATE       BEG   END
                           528   1058    941    00 P 1                                          13.20       83    83
                           528   1058    944    00 P 1                                           3.83       83    83
                           528   1058    945    00 P 1         15.67           15.67            30.60       83    83
                                         TOT       P1         626.51       15,276.01        56,556.28
                                         TOT       N1                           6.00             6.00
                                      ** JOB TOTALS **        626.51  **   15,282.01  **    56,562.28  **

NEHALEMRVBRSEC        CONT NO 8978 $ FA PROJ NOS RS  A727002 100                                         STATE
                           529   1006    201    00 P 1                                     434,768.04       79    81
                           529   1006    206    00 N 1  Interest on final Payment              573.11       81    81
                           529   1006    208    00 N 1  Administrative costs                    29.40CR     81    81
                           529   1006    296    00 N 9                      176.57CR       460,969.83       79    83
                           529   1006    297    00 N 9                                  23,805.4[illegible]  7[illegible]    79
                           529   1006    298    00 N 9                      176.57         437,164.3[illegible]  79    83
                           529   1006    900    00 P 1                    2,770.05           4,344.26       79    83
                           529   1006    900    00 N 1                                          10.01       80    81
                           529   1006    900    01 P 1                      407.75                          82    83
                           529   1006    904    00 P 1  Consultant Eng      177.80CR        55,810.5[illegible]  80    83
                           529   1006    915    00 P 1  Audit                                  7[illegible].59      81    83
                           529   1006    920    00 P 1  Proj. Mngt                              73.22       79    79
                           529   1006    928    00 N 1                                          29.40       80    81
                           529   1006    945    00 P 1  Const.                                 509.55       81    82
                           529   1006    948    00 P 1  Gen Const. 7.41CR                        6.79       81    83
                           529   1006    985    00 P 1  EEO                                     97.[illegible]       79    79
                                         TOT       P1           7.41CR                     495,932.35
                                         TOT       N1                                          583.12
                                      ** JOB TOTALS **          7.41CR**              **   496,515.47  **

NESTUCCA RIVER(JOHNSON)BR  CONT NO 9705   FA PROJ NOS BRS A722002 100                                    STATE
                           529   1014    920    00 P 1         17.40           17.40            17.40       83    83
                           529   1014    921    00 P 1         54.56           54.56            54.56       83    83
                                         TOT       P1          71.96           71.96            71.96
                                      ** JOB TOTALS **         71.96  **       71.96  **        71.96  **

S MAIN ST PENDLETON   CONT NO       $ FA PROJ NOS PPP B24C03 100                                         STATE
                           530   1031    205    00 N 1                                         634.10CR     81    81
                           530   1031    206    01 N                                           623.35CR     78    78
                           530   1031    [illegible]    01 N 1                                       1,067.45       77    79
                           530   1031    770    01 P 1                                      94,614.14       7[illegible]    81
                           530   1031    [illegible]    00 N 1                                       2,417.10CR     81    81
                           530   1031    29[illegible]    00 N 9                                       2,381.80       80    8[illegible]
                           530   1031    296    00 N 9                                  [illegible],278.35CR     77    81
                           530   1031    298    00 N 9                                    [illegible]     77    81
                           530   1031    [illegible]    00 N 9                                       7,144.[illegible]       80    8[illegible]
                           530   1031    900    00 N 1                                          10.60       80    8[illegible]
                           530   10[illegible]1    915    00 P 1                                         766.28       77    7[illegible]
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                                   TOT      P1                                                   104,380.82
                                   TOT      N1                                                        73.62
                                 ** JOB TOTALS **                    **              **          104,454.44  **

NEHALEMRVBRSEC           CONT NO 8978 = FA PROJ NOS RS  A727002 100
                              529    1006     201      00 P 1     Payment to Contractor            434,768.04       STATE
                                                                                                                    79      81
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                 DECEMBER 1982              PAGE  361

        DESCRIPTION                                                            FISCAL
                               PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE         GRAND TOTAL      ACTIVE YRS
                                                                                                   TO DATE        BEG   END
                          529   1006      206    00 N 1  Payment to Contractor                        573.11       81    81
                          529   1006      208    00 N 1   Field testing section                        29.40CR     81    81
                          529   1006      296    00 N 9                        22.82CR           460,619.65CR     79    82
                          529   1006      297    00 N 9                                         23,805.46       79    79
                          529   1006      298    00 N 9                        22.82             436,814.19       79    82
                          529   1006      900    00 P 1  Engineering                             1,574.21       79    82
                          529   1006      900    00 N 1                                             10.01       80    81
                          529   1006      900    01 P 1                                            407.75CR     82    82
                          529   1006      904    00 P 1   Consultant Fees                       58,869.60       80    81
                          529   1006      915    00 P 1  Audit                                      54.08       81    82
                          529   1006      920    00 P 1  PROJECT Mngt.                              73.22       79    79
                          529   1006      928    00 N 1                                             29.40       80    81
                          529   1006      945    00 P 1  Construction Branch   29.88                509.55       81    82
                          529   1006      940    00 P 1  Gen. Const. Eng'R                            6.79       81    81
                          529   1006      985    00 P 1  EEO                                        97.36       79    79
                                          TOT       P1                         29.88               495,535.10
                                          TOT       N1                                                583.12
                                        ** JOB TOTALS **            **         29.88  **          496,118.22  **

S MAIN ST PENDLETON       CONT NO       * FA PROJ NOS RRP  524003 100                                         STATE
                          530   1031      205    00 N 1
                          530   1031      205    01 N                                              534.10CR     81    81
                          530   1031      205    01 N 1                                            533.35CR     78    78
                          530   1031      270    01 P 1                                          1,067.45       77    79
                          530   1031      294    00 N 1                                         94,514.14       77    81
                          530   1031      295    00 N 9                                          2,417.10CR     81    81
                          530   1031      296    00 N 9                                          2,381.50       80    80
                          530   1031      298    00 N 9                                         96,278.35CR     77    81
                          530   1031      299    00 N 9                                         86,752.35       77    81
                          530   1031      900    00 N 1                                          7,144.50       80    80
                          530   1031      915    00 P 1                                             10.50       80    80
                          530   1031      948    00 N 1                                            766.25       77    79
                                                                                                     12.17       82    82
                                          TOT       00                                               533.35CR
                                          TOT       P1                                            96,290.39
                                          TOT       N1                                             1,861.08CR
                                        ** JOB TOTALS **            **                **          92,886.96  **

SW COURT PL UPRR XING(PENDLE) CONT NO   * FA PROJ NOS RRS 0005003 100                                       STATE
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                              TOT        N1
                           ** JOB TOTALS **                    **              **  104,454.44  **

                                                                                                 STATE
NEHALEMRVBRSEC          CONT NO 8978 = FA PROJ NOS RS  A727G02 100
                            529   1006     201      00 P 1  Payment to Contractor     434,764.04  79    81
```

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                          DECEMBER 1982       PAGE  361
                                                                        FISCAL         GRAND TOTAL   ACTIVE YRS
   DESCRIPTION          PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE        TO DATE    BEG   END
                         529    1006     206   00 N 1  Payment to Contractor                573.11   81    81
                         529    1006     208   00 N 1   Field testing section             ~~29.40CR~~  81    81
                         529    1006     296   00 N 9                         22.82CR   460,619.65CR  79    82
                         529    1006     297   00 N 9                                    23,805.46   79    79
                         529    1006     298   00 N 9                         22.82     436,314.19   79    82
                         529    1006     900   00 P 1  Engineering                        1,574.21   79    82
                         529    1006     900   00 N 1                                        10.01   80    81
                         529    1006     900   01 P 1                                       407.75CR  82    82
                         529    1006     904   00 P 1   Consultant Fees                  68,859.60   80    81
                         529    1006     915   00 P 1   Audit                                54.08   81    82
                         529    1006     920   00 P 1  PROJECT Mngt.                         73.22   79    79
                         529    1006     928   00 N 1                                        29.40   80    81
                         529    1006     945   00 P 1  Construction Branch    29.88         509.55   81    82
                         529    1006     94C   00 P 1  Gen. Const. Eng'R                      6.79   81    81
                         529    1006     985   00 P 1  EEO                                   97.36   79    79
                                         TOT      P1                          29.88     495,535.10
                                         TOT      N1                                        583.12
                                     ** JOB TOTALS **               **        29.88  **  496,118.22  **

                                                                                                 STATE
 S MAIN ST PENDLETON       CONT NO     * FA PROJ NOS RRP  524003 100                    534.10CR  81    81
                         530    1031     205   00 N 1                                   533.35CR  78    78
                         530    1031     205   01 N                                   1,067.45   77    79
                         530    1031     205   01 N 1                                94,514.14   77    81
                         530    1031     220   01 P 1                                 2,417.10CR  81    81
                         530    1031     294   00 N 1                                 2,381.50   80    80
                         530    1031     295   00 N 9                                95,278.35CR  77    81
                         530    1031     296   00 N 9                                85,752.35   77    81
                         530    1031     298   00 N 9                                 7,144.50   80    80
                         530    1031     299   00 N 9                                    10.50   80    80
                         530    1031     900   00 N 1                                   766.25   77    79
                         530    1031     915   00 P 1                                    12.17   82    82
                         530    1031     948   00 N 1
                                         TOT      00                                    533.35CR
                                         TOT      P1                                 96,280.39
                                         TOT      N1                                  1,861.08CR
                                     ** JOB TOTALS **               **               **  92,885.96  **

                                                                                                 STATE
 SW COURT PL UPRR XING(PENDLE) CONT NO     * FA PROJ NOS RRP 000S003 100
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8978

L.

9-10-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Mill Plain Electric, Inc. No. 9189	Mt. Hood Hwy. @ SE 104th Ave. Multnomah County	August 10, 1981
Delta Construction Co. No. 8974	Prairie Rd.-Irving Rd. & Park Ave.-River Rd. Lane County	August 10, 1981
Douglas S. Coats, Inc. No. 9262	Deschutes River (Sheep) Bridge Deschutes County	August 10, 1981
Ross Bros. Construction, Inc. No. 9222	Thornton Lake Bridge Benton County	August 12, 1981
W. R. Grasle Co. No. 9059	N.Tigard Intchge.-SW Beef Bend Rd. (Tigard) Multnomah & Washington Counties	August 14, 1981
A.K. Lundmark & Son, Inc. No. 8978	Nehalem River (CCC) Bridge Tillamook County	September 1, 1981
F. E. Ward, Inc. No. 9238	Little Luckiamute River (Smith Rd.) Bridge Polk County	September 2, 1981
N.L. Prouty Excavating No. 9252	Dairy Creek O'Flow Culvert Washington County	September 3, 1981
Don Haisch Construction, Inc. No. 9212	M.P. 44.5 Marion County	September 4, 1981
Tice Electric Co. No. 9162	Hayden Island-NE Broadway St. (Portland) Multnomah County	September 4, 1981
Peter Kiewit Sons' Co. No. 9017	Yaquina Bay Bridge (Newport) Lincoln County	September 4, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Mill Plain Electric, Inc. No. 9257	SE Harmony Rd. @ International Way Clackamas County	September 8, 1981
Auburn Construction Co. No. 9251	Soap Creek Bridge Polk County	September 10, 1981

September 10, 1981

C. T. Keasey
Asst. State Highway Engineer

8978

2.

September 4, 1981

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1216
Tacoma, WA 98401

CON 5
#8978

Gentlemen:

Contract No. 8978 awarded to A. K. Lundmark and Son, Inc., for work on Nehalem River (CCC) Bridge Section of FAS A727 in Tillamook County was completed on May 26, 1981, and accepted by the State Highway Division on September 1, 1981.

Final payment in the amount of $28,180.66 will be released to the contractor after September 10, 1981. The total contract amount is $434,768.04 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

rlm

cc A. K. Lundmark & Son, Inc.
Rt. 1, Box 312
Colton, OR 97017

C. T. Kessey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8978

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: September 1, 1981

FROM: C. T. Keasey Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of September 1, 1981.

Contract 8978 On Site Work Substantially Completed September 15, 1980

All Work Completed May 26, 1981

Project Nehalem River (CCC) Bridge

Highway FAS A727

County Tillamook

Type of Work Grading, Paving & Structure

Contractor A. K. Lundmark & Son, Inc.

RDC:mk

cc: H. S. Coulter
Walt Hart
R. D. Church

NOTED
K. W. GORMSEN

9th

STATE OF OREGON **INTEROFFICE MEMO**

TO: Vernon E. Skoog
CONTROLLER

DATE: May 21, 1981

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION 2 ENGINEER

SUBJECT: Nehalem River (CCC) Bridge
Tillamook County
Contract No. 8978

Attached is a copy of approved supplemental agreement No. 3, approved billing in the amount of $4,912.07, and a copy of Dett Jones' letter to you dated March 31, 1981.

Invoice #5494 in the amount of $1301.88 is being held in Accounting pending further justification.

Region Office was contacted by phone in September, 1980, and the matter of overrunning construction engineering was discussed. The contractor had submitted a claim based mainly on hold ups due to being unable to cross railroad right of way. It was apparent considerable research and meetings would be necessary by OBEC. Verbal approval was given for the work and a Supplemental Agreement requested.

Supplemental Agreement No. 3 was subsequently submitted and approved by the Highway Division March 25, 1981.

The contractor's claim has since been upheld and OBEC has incurred additional expenses. Price agreements are still being processed to finalize the project.

Region Office recommends payment of invoices 5499 and 5645 submitted by the Consulting Engineer.

Attch.
POS:COF/rgb

RECEIV
MAY 2 - 1981

8978

STATE OF OREGON
HIGHWAY ACCOUNTING
EXTERNAL AUDIT UNIT - 8-2878

INTEROFFICE MEMO

FILE AGR

TO: D. E. Swan, Program Operations Engr.
PROJECT MANAGEMENT

DATE: March 31, 1981

FROM: Vernon E. Skoog Vern
Controller

SUBJECT: Pre-award Evaluation
OBEC/Tillamook County (Suppl.)
Nehalem (CCC) Bridge

We received directly from OBEC a letter dated March 20, 1981, requesting approval of referenced Supplementary Agreement. It appears not to have cleared your office.

Please note the attached copy of our Staff Auditor's report.

We do NOT recommend approval at this time.

Attachment

STATE OF OREGON
HIGHWAY ACCOUNTING
EXTERNAL AUDIT – 8-2878

INTEROFFICE MEMO

FILE AGR

TO: Vernon E. Skoog
Controller

DATE: March 31, 1981

FROM: Dettmar W. Jones D. W. J.
Staff Auditor

SUBJECT: Pre-award Evaluation
OBEC/Tillamook County (Supp.)
Nehalem River (CCC) Bridge

A letter dated March 20, 1981, from OBEC directly to Phil Stearns (OSHD R-2, FAE) requested approval of a supplement to the subject agreement increasing the construction engineering by $11,500 to a new authorized maximum of $56,500.

The increase is itemized as follows:

Item	Current	Proposed	Difference
Direct Salary	$17,200	$23,500	$ 6,300 (Note 2)
Overhead	15,000 (.873)	22,300 (.949)	7,300 (Note 3)
Net Fee	4,200	4,200	-
Travel	3,850	2,960	(890)
Communications	400	-	(400)
Other	680	2,970	2,290
Total Estimate	$41,330) Note 1	$55,930	$14,600
Rounding	3,670)	570	(3,100)
Not to Exceed	$45,000	$56,500	$11,500

Notes: 1. The original agreement showed this figure in error as $44,300, thus distorting the "rounding".

2. Additional labor cost carries no justification, such as a change in the scope of the project.

3. An adjustment of the overhead rate from the provisional to the actual is permissable only within the original authorized maximum.

Supplemental authorizations such as this proposal are not usually allowable unless they meet two requirements: PRIOR approval, and a change in the scope or period of the project. Neither contention is presented.

On February 3 we wrote to Phil Stearns, in connection with another project, that FHWA does NOT compute allowable engineering costs under a negotiated agreement to overrun the "not to exceed" amount by 10% (or any other percentage) of the construction costs. A negotiated agreement cannot be considered an open-ended document with a constraint upon the cost overruns subject only to a supplemental authorization after costs are incurred. Under federal funding of this project, those costs in which FHWA will not participate become the responsibility of Tillamook County.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State [illegible]

Contains Recycled Materials
81-125-1987

Recommendation

We find that FHWA probably will not reimburse OSHD for the excess $4,467.85 already paid to OBEC. We should attempt to recover this overpayment from either the Consultant or the County.

We do not recommend approval of the subject proposal unless further justification can be supplied. Meanwhile, continue to hold OBEC Invoice No. 5494.

It appears that this request for approval has by-passed OSHD Project Management. Their consideration should be sought.

DWJ:njc

8978

REGION 2 ENGINEER
RECEIVED
☐ RLE MAR 23 1981 ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

OBEC CONSULTING ENGINEERS

March 20, 1981

Mr. Phillip O. Stearns
Regional Federal Aid Specialist
P. O. Box 14030
Salem, Oregon 97310

Re: FAS A727
Nehalem River (CCC) Bridge
Supplemental Agreement No. 3

Dear Phil:

Enclosed find four (4) copies of the above supplemental agreement. Please have an approved copy returned to the County.

At present we have been paid $49,467.85 and would expect final payments to be approximately $55,930.

Very truly yours,

W. A. Palmateer
General Manager

WAP:ps

Enclosures

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

OBEC CONSULTING ENGINEERS

February 12, 1981

Tillamook County Board of Commissioners
County Courthouse
Tillamook, Oregon 97141

Re: FAS A727
Nehalem River (CCC) Bridge
Supplemental Agreement No. 3

Gentlemen:

OBEC Consulting Engineers desires to supplement the existing agreement entered into with the Tillamook County Board of Commissioners and executed on April 7, 1975, supplemental agreement dated January 27, 1978.

All provisions of the basic agreement remain in effect except as expressly modified by this supplement.

SECTION VI, PAYMENT

Shall be amended as follows:

A-4 - A new Schedule A for construction engineering shall be substituted for the existing Schedule A and be made a part of this AGREEMENT.

B - Change in the provisional overhead rate of 87.30 as of May 31, 1975, the original contract, to actual overhead rate from July 1, 1979 to May 31, 1980 of 94.90.

If you concur with this supplement, please sign as indicated and return to this office for our submission to OSHD for concurrence.

Tillamook County

Gerald A Woodward
F. E. Knight
Carol Williams

OBEC Consulting Engineers

General Manager

Concurrence
OSHD

3-26-81

WAP:ps

SCHEDULE A

ANALYSIS OF FEE FOR CONSTRUCTION ENGINEERING SERVICES

As Submitted 1/27/78 Revised			Audited Current As Of 2/7/81	
Direct Salary Costs	$17,200		$22,301.52	
Overhead 87.30	15,000	87.30%	19,469.23	
Net Fee	4,200		4,200.00	
Travel & Per Diem	3,850		2,939.36	
Communications	400		--	
Other Costs, Expenses	680		2,958.74	
	$44,300		$51,868.85	
Not to Exceed - Without Permission	$45,000		49,467.85	Paid to Date
			1,301.85	Outstanding

Corrected With Allowance For Additional Labor

Direct Salary Costs	$23,500	
Overhead at 94.9	22,300	
Mileage	2,960	
Expenses & Misc.	2,970	
Fixed Fee	4,200	(No Change)
	$55,930	
Not To Exceed:	$56,500	

Original Bid:	$429,634
Approximate Final Contract:	$447,300
Engineering @ 12.5%	

OREGON BRIDGE ENGINEERING CO.

STATEMENT OF DIRECT COSTS AND OVERHEAD COSTS

For The Year Ended May 31, 1980

DIRECT COSTS	
Salaries and payroll taxes	$434,392
Outside services	24,111
Blue printing	1,988
Job travel	3,295
Travel, entertainment and promotion	7,784
Other costs	17,320
Total	$489,390
OVERHEAD COSTS	
Administrative and office salaries and payroll taxes	$220,884
Auto expense	23,009
Transportation repairs and maintenance	1,168
Office rent	33,182
Telephone	6,625
Utilities	1,998
Equipment rental	541
Office and engineering supplies	21,410
Legal and accounting	3,863
Dues and subscriptions	2,048
Contribution to pension and profit sharing	98,944
Taxes and licenses	812
General insurance	28,039
Depreciation	18,631
Miscellaneous	3,291
Total	$464,445
PERCENT OF OVERHEAD COSTS TO DIRECT COSTS	94.90%

2-81

8978

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TOTAL TO DATE JOB COST SUMMARY                                                 FEBRUARY 1981        PAGE  279
                                                                                    FISCAL          GRAND TOTAL    ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX       FUNCTION  GR  CURRENT MONTH   YEAR TO DATE        TO DATE      BEG   END

  HAY CANYON BRIDGE              CONT NO        FA PROJ NOS RS  443001 100                           0000000000    STATE
                                   528    1057      948      00 P 1        29.40          29.40            29.40    81    81
                                                    TOT      P1            29.40          29.40            29.40
                                           ** JOB TOTALS **                29.40  **      29.40  **        29.40  **

  NEHALEMRVBRSEC                 CONT NO 8978   FA PROJ NOS RS  727002 100                                         STATE
                                   529    1006      201      00 P 1                    64,182.53       427,503.53    79    81
                                   529    1006      203      00 P 1                       900.00                     80    80
                                   529    1006      204      00 P 1                    16,422.25CR                   80    81
                                   529    1006      204      00 N 1                    16,422.25                     79    80
                                   529    1006      296      00 N 9        38.73CR     55,275.78CR     448,188.68CR  79    81
                                   529    1006      297      00 N 9                                     23,805.46    79    79
                                   529    1006      298      00 N 9        38.73       55,275.78       424,383.22    79    81
                                   529    1006      900      00 P 1                    13,449.23        50,557.73    79    81
                                   529    1006      900      00 N 1                         9.99             9.99    80    80
                                   529    1006      904      00 P 1                                      3,177.80    80    80
                                   529    1006      920      00 P 1                                         73.22    79    79
                                   529    1006      928      00 N 1         5.85           23.35            23.35    80    81
                                   529    1006      945      00 P 1                        23.40            23.40    81    81
                                   529    1006      985      00 P 1                                         97.36    79    79
                                                    TOT      P1                        62,132.91       481,433.04
                                                    TOT      N1             5.85       16,455.59            33.34
                                           ** JOB TOTALS **                 5.85  **   78,588.50  **   481,466.38  **

  FASC & OFF SYSTEM PAVEMENT MR CONT NO       * FA PROJ NOS PMS 00S036 100                                         STATE
                                   529    1099      278      01 P 1                                    110,099.50    76    79
                                   529    1099      296      00 N 9                                    110,126.96CR  76    79
                                   529    1099      298      00 N 9                                    110,126.96    76    79
                                   529    1099      900      00 P 1                                         27.46    77    77
                                   529    1099      900      00 N 1                                          5.63    80    80
                                                    TOT      P1                                        110,126.96
                                                    TOT      N1                                              5.63
                                           ** JOB TOTALS **                       **              **   110,132.59  **

  S MAIN ST PENDLETON            CONT NO        FA PROJ NOS RRP 524003 100                                         STATE
                                   530    1031      205      01 N                                          533.35CR  78    78
                                   530    1031      205      01 P 1                                        534.10CR  77    77
                                   530    1031      205      01 N 1                                      1,067.45    77    79
                                   530    1031      270      01 P 1                                     94,267.04    77    79
                                   530    1031      295      00 N 9                                      2,381.50    80    80
                                   530    1031      296      00 N 9                       480.69        94,575.27CR  77    81
                                   530    1031      298      00 N 9                       480.69CR      85,049.27    77    81
                                   530    1031      299      00 N 9                                      7,144.50    80    80
                                   530    1031      900      00 N 1                                         10.50    80    80
                                   530    1031      915      00 P 1                                        766.25    77    79
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NEHALEM RIVER BRIDGE         CONT NO     $ FA PROJ NOS RS  727001 100                                       STATE
                              529   1967      296      00 N 9                                  28,957.31CR




TOTAL TO DATE JOB COST SUMMARY                                                  FEBRUARY 1981       PAGE  817
                                                                                   FISCAL           GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX      FUNCTION   BR  CURRENT MONTH     YEAR TO DATE          TO DATE
                                 529   1967      296      00 N 9                                    1,000.00
                                 529   1967      298      00 N 9                                   27,957.31
                                 529   1967      901      00 P 1                                      485.83
                                 529   1967      902      00 P 1                                       60.06
                                 529   1967      904      00 P 1                                   24,015.00
                                 529   1967      905      00 P 1                                      449.22
                                 529   1967      906      00 P 1                                    1,542.25
                                 529   1967      910      00 P 1                                      918.71
                                 529   1967      911      00 P 1                                       11.59
                                 529   1967      914      00 P 1                                       39.64
                                 529   1967      918      00 P 1                                       30.45
                                 529   1967      920      00 P 1                                      152.54
                                 529   1967      921      00 P 1                                    1,184.77
                                 529   1967      922      00 P 1                                      126.82
                                 529   1967      923      00 P 1                                    3,050.30
                                 529   1967      980      00 P 1                                      517.10
                                                 TOT         P1                                    32,584.28
                                           ** JOB TOTALS **        **                 **           32,584.28  **

                                                                                                                STATE
   WALLA WALLA RIV BR (MILT-FRWT CONT NO     $ FA PROJ NOS RS  311601 100                          21,150.25CR
                                 530   1923      296      00 N 9                                   21,150.25
                                 530   1923      298      00 N 9                                    4,411.89
                                 530   1923      901      00 P 1                                      489.20
                                 530   1923      904      00 P 1                                    3,100.02
                                 530   1923      905      00 P 1                                    9,446.30
                                 530   1923      906      00 P 1                                      366.34
                                 530   1923      909      00 P 1                                      102.64
                                 530   1923      910      00 P 1                                       17.49
                                 530   1923      912      00 P 1                                      202.96
                                 530   1923      914      00 P 1                        .60           2,031.52
                                 530   1923      918      00 P 1                                      136.10
                                 530   1923      920      00 P 1                                    1,314.13
                                 530   1923      921      00 P 1                                    1,016.21
                                 530   1923      923      00 P 1                                    2,015.84
                                 530   1923      926      00 P 1
                                                 TOT         P1                         .60        24,650.64
                                           ** JOB TOTALS **        **                   .60  **    24,650.64  **

                                                                                                                STATE
   BROWNELL &&--&&00&& &-        CONT NO     $ FA PROJ NOS RS  571001 100                          15,630.47CR
                                 530   1929      296      00 N 9                                   15,630.47
                                 530   1929      298      00 N 9                                    8,630.39
                                 530   1929      901      00 P 1                                       45.74
                                 530   1929      901      00 N 1                                 [illegible]
                                 530   1929      905      00 P 1
   NEHALEM RIVER BRIDGE          CONT NO       $ FA PROJ NOS RS  727001 100                                                     STATE
                                     529   1967      296       00 N 9                                                28,957.31CR


 TOTAL TO DATE JOB COST SUMMARY                                                    FEBRUARY 1981           PAGE  817
                                                                                        FISCAL               GRAND TOTAL
 DESCRIPTION OF JOB OR DEPARTMENT     PREFIX          FUNCTION   BR  CURRENT MONTH   YEAR TO DATE            TO DATE
                                     529   1967      297       00 N 9                                          1,000.00
                                     529   1967      298       00 N 9                                         27,957.31
                                     529   1967      901       00 P 1                                            485.83
                                     529   1967      902       00 P 1                                             60.06
                                     529   1967      904       00 P 1                                         24,015.00
                                     529   1967      905       00 P 1                                            449.22
                                     529   1967      906       00 P 1                                          1,542.25
                                     529   1967      910       00 P 1                                            918.71
                                     529   1967      911       00 P 1                                             11.59
                                     529   1967      914       00 P 1                                             39.64
                                     529   1967      918       00 P 1                                             30.45
                                     529   1967      920       00 P 1                                            152.54
                                     529   1967      921       00 P 1                                          1,184.77
                                     529   1967      922       00 P 1                                            126.82
                                     529   1967      923       00 P 1                                          3,050.30
                                     529   1967      980       00 P 1                                            517.10
                                                     TOT          P1                                          32,584.28
                                                 ** JOB TOTALS **          **                  **             32,584.28  **

    WALLA WALLA RIV BR (MILT-FRWT CONT NO      $ FA PROJ NOS RS  311601 100                                            STATE
                                     530   1923      296       00 N 9                                         21,150.25CR
                                     530   1923      298       00 N 9                                         21,150.25
                                     530   1923      901       00 P 1                                          4,411.89
                                     530   1923      904       00 P 1                                            489.20
                                     530   1923      905       00 P 1                                          3,100.02
                                     530   1923      906       00 P 1                                          9,446.30
                                     530   1923      909       00 P 1                                            366.34
                                     530   1923      910       00 P 1                                            102.64
                                     530   1923      912       00 P 1                                             17.49
                                     530   1923      914       00 P 1                                 .60        202.96
                                     530   1923      918       00 P 1                                          2,031.52
                                     530   1923      920       00 P 1                                            136.10
                                     530   1923      921       00 P 1                                          1,314.13
                                     530   1923      923       00 P 1                                          1,016.21
                                     530   1923      926       00 P 1                                          2,015.84
                                                     TOT          P1                                  .60      24,650.64
                                                 ** JOB TOTALS **          **                 .60  **         24,650.64  **

    BROWNELL &&--&&00&& &-        CONT NO       $ FA PROJ NOS RS  571001 100                                            STATE
                                     530   1929      296       00 N 9                                         15,630.47CR
                                     530   1929      298       00 N 9                                         15,630.47
                                     530   1929      901       00 P 1                                          5,630.39
                                     530   1929      901       00 N 1                                             45.74
                                     530   1929      905       00 P 1                                          2,41
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8978

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DEPARTMENT OF JUSTICE

NOTED
H. S. COULTER

Memorandum

TO: File

DATE: February 12, 1981

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Contract No. 8978, Nehalem River,
Tillamook Co. FUS-A727

As I understand the fact situation on this claim, the contractor constructed the new bridge as per the specifications and was prepared to finish the job by completing the short segment of road construction when it was discovered that the governmental bodies had not secured a PUC order authorizing the construction of the relocated grade crossing. The railroad had granted a permit of entry for some construction work on the railroad right-of-way, but indicated they would not allow the relocated grade crossing to be constructed until such time as a PUC order was issued and they would not consent to a PUC order unless signals were installed. Under the existing law, unless all parties agree to the entry of an exparte order, the matter would have to go to hearing and could be dragged out for months or even a year or two. After fussing around for two or three months, the County and the State finally agree to an exparte order authorizing a relocated grade crossing with signals to be installed. After the matter had been straigtened out the contractor was authorized to begin work again and complete the project.

Contractor has made a claim for several thousand dollars based on extra costs he incurred as a result of the extended length of time in which he was required to wait before he could complete the contract.

In a normal situation with no other facts than those above, the provisions of Chapter 108 would prevail and especially 108.09 and 108.13. In this situation the contractor would be allowed only time as the sole remedy for the delay.

However, there are other circumstances that enter into the picture that make this different from the ordinary situation involving delay. The contractor, if he had proceeded with the work and had started on railroad right-of-way without a PUC order and without an agreement with the railroad would have been hit with either an injunction by the railroad or an order by the PUC prohibitingwworking on the railroad right-of-way

RECEIVED
STATE HWY ENGR
FEB 12 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

in relocating a grade crossing without a PUC order.

The above did not happen because the public body in charge of the contract issued a shut down order which was in effect a suspension of the work. I find nothing in the standard specifications that would authorize a suspension of the work because the public body had failed to get the necessary order from the PUC authorizing the construction of the relocated grade crossing. I find many reasons why the public body can shut down (suspend the work) a job where the contractor has done something wrong or is not complying with the terms of the contract. I find nothing in the standard specifications that says the State can arbitrarily shut down the job if they find out that they have fouled up and need some time to get the thing straightened out. At the time the shut down order was issued, the contractor could have claimed breach of contract, hauled off his equipment and took off and sued the State for breach of contract. Instead of doing that, the contractor complied with the shut down order and when authorized to proceed again, came in and completed the work. The contractor had no choice but to comply with the shut down order as the standard specifications clearly indicate that he is required to follow all orders of the engineer.

Because the shut down order was issued and if it had not been issued another agency would have caused suspension of the work, I feel that this falls within the provision ORS 279.328 and that the contractor is entitled to reimbursement for the extra costs occasioned by his being unable to complete the job in a reasonable time.

I would like to caution that this does not change our interpretation of the standard specification as it relates to the normal situation where a contractor is delayed, the specifications provide that the only remedy for delay is an extension of time. This is a situation where because of the circumstances involved, a statutory procedure is brought into play rather than the terms of the contract through the standard specifications.

JLS:ls

8978

1-21-81

OBEC CONSULTING ENGINEERS (503) 683-6090
244 COUNTRY CLUB RD. • EUGENE, OR 97401

December 31, 1980

INVOICE

RS - A727(2)
529 - 1006 - 297

Mr. George Urrey, Director of Public Works
Tillamook County Road Dept.
P.O. Box 152
Tillamook, Oregon 97141

Re: Field Engineering on Nehalem River (CCC) Bridge
FA #RSA-0727(1)

Make checks payable to: OBEC Consulting Engineers

For professional services: period ending 12/31/80

Total from previous invoice		$45,267.86
35 Hours @13.00 =	455.00	
8½ Hours @27.25 =	231.63	
½ Hour @16.90 =	8.45	
		695.08
Overhaead @87.30%		606.80
		$46,569.74
Less previous payments		41,817.64
Less invoice #5437		3,450.22
Total amount due		$ 1,301.88

PLEASE APPROVE AND FORWARD TO STATE FOR PAYMENT

George W. Urrey

Invoice #5494

Job #97-5

• NEHALEM RIVER (CCC) BRIDGE FA #RSA-0727(1)

MONTHLY

December, 1980

NAME

W. A. Plimpton

HOURS WORKED - DAILY

DAYS OR DATES

TIME WORKED

TOTAL HOURS

Rate Tot

8½

27.25 231.63

13.00 455.00

16.90 8.45

MONTHLY

NEHALEM RIVER (CCC) BRIDGE FA #RSA-0727(1)

December, 1980

NAME	NO. CREW'S CLAIMED	REG. TIME-R.T. OVERTIME-O.T.	HOURS WORKED - DAILY DAYS OF DATES M 1	T 2	W 3	T 4	F 5	S 6	S 7	M 8	T 9	W 10	T 11	F 12	S 13	S 14	M 15	T 16	W 17	T 18	F 19	S 20	S 21	M 22	T 23	W 24	T 25	F 26	S 27	S 28	M 29	T 30	W 31	TIME WORKED	TOTAL HOURS	Rate	Tota
W. A. Palmateer		RT	8			1/2																													8½	27.25	231.63
		OT																																			
L. C. White		RT	8		8	6				6			1				6																		35	13.00	455.00
		OT																																			
[illegible]		RT	1/2																																1/2	16.90	8.45
		OT																																			

TOTALS → [illegible]

8978

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Nehalem River (CCC) Bridge

WEEK ENDING: August 30, 1980

SECTION PREFIX: 529-1006

HIGHWAY: FAS A727

COUNTY: Tillamook

NAME OF JOB: Nehalem River (CCC) Bridge

KIND OF WORK: Grading, Paving and Structure

CONTRACTOR: A. K. Lundmark & Son Inc.

CONTRACT NUMBER: 8978

FEDERAL AID PROJECT NUMBER: RS-A727 (2)

DATE OF CONTRACT: July 12, 1979

DATE WORK STARTED: July 31, 1979

ESTIMATED COMPLETION DATE: September 15, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: a)200 b)310

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 265

PERCENT OF TIME ELAPSED: 85.5%

PROJECT AUTHORIZATION: $ 498,757.59

EXCLUSIVE OF ENGINEERING: $ 459,208.53

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 459,208.53

ESTIMATED PERCENT: [✓ OVERRUN] UNDERRUN 9.0 %

ENGINEERING AUTHORIZATION: $ 39,549.06

ENGINEERING COST TO DATE: $ 36,761.21

PERCENT OF AUTHORIZATION: 93.0 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 91.2%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 84.0%

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.1				0.1
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.1				0.1
TOTAL ESTIMATED QUANTITIES (CONTRACT)		1400 Ton			440 Ton
TOTAL QUANTITIES CORRECTED TO DATE		1098 "			498.8 "
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0.0				0.0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	11279A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	259	0	
MONDAY	Fair	260	0	
TUESDAY	Fair	261	0	
WEDNESDAY	Cloudy	262	0	
THURSDAY	Fair	263	0	
FRIDAY	Partly Cloudy	264	0	
SATURDAY	Fair	265	0	

RECEIVED
SEP 3 1980
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
[illegible]

Richards
Berg
Inloes
Widmer
Geisauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 24	No Activity.
MONDAY 25	" "
TUESDAY 26	" "
WEDNESDAY 27	" "
THURSDAY 28	" "
FRIDAY 29	" "
SATURDAY 30	No Activity.

REMARKS

Status: Some minor work required.

SIGNED Lee McFate OBEC LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8978

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-2-79

FEDERAL AID PROJECT NO. RS-A727(1)

STATE PROJECT NO. See below

COUNTY NAME Tillamook

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70344

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 16 '79
REFER TO Moehring
FOR Info Inves R/D D/R Sgn Act File

10-16 orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	Secondary A727
	10-2-79	STATE ROUTE NUMBER	County Road

GENERAL LOCATION:
Nehalem River (CCC) Bridge

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of September 17, 1979, I approve the revised preliminary engineering costs to a TEC of $32,500 with Federal participation limited to $27,884.

It should be noted that preliminary engineering charges after June 6, 1979 are not eligible. (Increase TEC $14,500 - Federal Funds $12,440)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-2-79	G. K. Hessner	for Division Administrator

FORM PR-1240 (REV. 6-79) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-918

8971

2

ROBERT W STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Fran

RAILROAD COMPANIES
FILE No. RR988

August 20, 1979

~~Southern Pacific Transportation Co.~~
~~Attention: M. B. Berkshire~~
~~One Market Street~~
~~San Francisco, CA 94105~~

Right of Entry Permit
Nehalem River (CCC) Bridge
FAS-A727 (Foss Road)
Tillamook County
ODOT RR-988
SPTC File 9:357/323-2

Dear Mr. Berkshire:

Returned herewith is the right of entry permit for the subject section signed by Mr. Boyd, Right of Way Manager.

Thank you for your cooperation in obtaining this document for us.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:[illegible]

Enclosure

bc: G. L. Green w/att.
C. W. Head w/att. (original) ✓
C. T. Keasey w/att.
J. L. Sollis w/att.
J. B. Boyd w/att.
D. E. Swan w/2 copies
C. O. Fredrickson w/att.
Phil Stearns w/att.
John Quiner - OBECw/att.

NOTED
C. W. HEAD

on Sept [illegible] Boyd
[illegible] 8/20/79

Form 81-734-3123 (Rev. 7-77)

8978 · 7-27-79 · STATE · L

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-218	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 7-27-79	te Oregon County Tillamook Project No. RS-A727(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Nehalem River (ccc) Bridge Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-6-79	0.145
OTHER *(Specify)*		

FUNDS Pro Rata 88.18 %

ESTIMATED TOTAL COST OF PROJECT $ 498,150	FEDERAL FUNDS $ 439,153

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JUL 27 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, July 18, 1979

Federal Aid Project
No. RS-A727 (2)

FOSS ROAD, TILLAMOOK COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 2+27 to Sta. 5+49.82) (Sta. 8+07.82 to Sta. 9+90)

Mobilization	All Required (17%)		$ 5,270.00
Temporary Protection and Direction of Traffic	All Required		4,500.00
Removal of Pavement	960 Sq.Yd.	4.00	3,840.00
Embankment in Place	900 Cu.Yd.	8.00	7,200.00
1"-0 Aggregate Base	1,400 Ton	11.00	15,400.00
Class "C" Asphalt Concrete	440 Ton	36.00	15,840.00
Guard Rail, Type 2A	250 Lin.Ft.	22.00	5,500.00
Guard Rail, Type 3	88 Lin.Ft.	40.00	3,520.00
Guard Rail Anchors, Type 1	6 Each	500.00	3,000.00
Rail End Pieces, Type B	1 Each	200.00	200.00
Rail End Pieces, Type C	5 Each	175.00	875.00
Loose Riprap, Class 400	400 Cu.Yd.	23.00	9,200.00
			$ 74,345.00

Anticipated Items

Railroad Protective Cost	All Required	$ 6,800.00
Other Railroad Cost	All Required	1,500.00
Temporary Erosion Control	All Required	500.00
Roadside Seeding and Mulching	All Required	500.00
		$ 9,300.00
	Subtotal	$ 83,645.00
	Engineering	11,292.00
	Total	$ 94,937.00

Type Code X081
Structure, Bridge #11279A (Sta. 5+49.82 to Sta. 8+07.82)

Mobilization	All Required (83%)		$ 25,730.00
Bridge Removal Work	All Required		18,000.00
Structure Excavation	110 Cu.Yd.	40.00	4,400.00
Furnish Pile Driving Equipment	All Required		7,500.00
Furnish HP 10x57 Steel Piling	378 Lin.Ft.	18.00	6,804.00
Drive Steel Piling	378 Lin.Ft.	1.00	378.00
Structural Concrete, Class 3300 (117 c.y.)	All Required		40,950.00
Structural Concrete, Class 4000 (40 c.y.)	All Required		18,000.00
4'x55'/60' Prestressed Slabs	3 Each	5,200.00	15,600.00

4'x60'/65' Prestressed Slabs	3 Each	5,400.00	16,200.00
4'x65'/70' Prestressed Slabs	10 Each	5,700.00	57,000.00
125'/130' Deck Bulb Tee Prestressed Beams	6 Each	16,000.00	96,000.00
Reinforcement (36,400 lbs.)	All Required		24,000.00
Reinforced Concrete Bridge End Panels	142 Sq.Yd.	56.00	7,952.00
Structural Steel (1,900 lbs.)	All Required		4,700.00
Metal Rail	525 Lin.Ft.	23.00	12,075.00
	Subtotal		$ 355,289.00
	Engineering		47,964.00
	Total		$ 403,253.00

Length of Roadway - - - - - - - - - - - - 0.096 mi.
Length of Structure - - - - - - - - - - - 0.049 mi.
Total Length - - - - - - - - - - - - - - 0.145 mi.
Cost of Roadway Per Mile - - - - - - - - $ 988,927.08

Summary of Funds (88.15%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 94,937	$ 83,686	$ 5,625	$ 5,626
Structure	403,253	355,467	23,893	23,893
Total	$ 498,190	$ 439,153	$ 29,518	$ 29,519

Group 1 100%
Contract No. 8978
Prefix 529-1967
Prefix 529-1006

NEHALEM RIVER (CCC) BRIDGE
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 500.00

8978

June 29, 1979

Tillamook County Board of Commissioners
Courthouse
Tillamook, Oregon 97141

Attn: Mr. Raymond Baggerley
Director of Public Works

Gentlemen:

On June 28, 1979 a satisfactory bid was received from A. K. Lundmark & Son, Inc. of Colton, Oregon for the Nehalem River (CCC) Br. Section, Foss Road, FAS A727.

Based upon the contractor's bid the County's advance deposit for this project will be as follows:

Bid Items	$439,434.00
RR Protective Costs	6,800.00
Other RR Costs	1,500.00
Temp. Erosion Control	300.00
State responsibility for damages	300.00
Seeding and mulching	300.00
4 1/2% Contingencies	19,774.53
5% Engineering	22,340.06
Est. Construction Costs	$[illegible],737.39
Est. PE Costs	20,000.00
Est. Project Costs	$526,757.39
County's share will be 6% of $526,757.50 =	$ 31,605.46
Less Prior P.E. Advance Deposit	- 1,300.00
	$ 30,305.46

436,981
24,642

Rec'd
7/12/79
Informed Region + Ed Haury

By rounding the County's advance deposit will be $30,300.00.

Please make your check in the amount of $30,300.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 13, 1979.

Very truly yours,

for D. E. [illegible]
Operation Programming Engineer

DE:pf

bcc w/AD # 654: Vern Sheng - Please return completed AD # 654 when check is received.
Region 2 Federal Aid Engineer Phil Stearns

8978

Tillamook County
Bd of Comm
Courthouse
Tillamook, Oregon 97141

June 29, 1979

Att: Mr. Raymond Baggerley
Dir of Pub Wks

Gentlemen,

On June 28, 1979 a satisfactory bid was received from A.K. Lundmark & Son, Inc of Colton, Ore. for the Nehalem River (CCC) Br. section, Foss Road FAS A 727.

Based upon the contractors bid the county's advance deposit for this project will be as follows:-

Bid items	429,684.00
RR protective costs	6,800.00
Other RR Costs	1500.00
Temp. Erosion Control	500.00
State responsibility for damage	500.00
Seeding and mulching	500.00
4½ % contingencies	19,774.53
9 % engineering	39,549.06
Est. Construction Costs	498,757.59
Est. PE Costs	28,000.00
Est. Project costs	526,757.59
County's share will be 6% of $526,757.59	= 31,605.46
Less Prior P.E. advance deposit	- 1,300.00
	30,305.46

By rounding the county's advance deposit will be $30,300.00

Please make your check in the amount of $30,300.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 20, 1979, ~~1978~~.

Very truly yours,

~~G.H. Wimer~~ D.E. Swan
~~Local Government Manager~~
Operations Programming Engineer

bc w/AD# 154: Vern Skoog - Please return completed AD# 154 when check is received.

Courthouse
Tillamook, Oregon 97141

June 29, 1979

Att :- Mr. Raymond Baggarley
Dir. of Pub wks

Gentlemen,

On June 28, 1979 a satisfactory bid was received from A.K. Lundmark & Son, Inc of Colton, Ore. for the Nehalem River (CCC) Br. section, Foss Road FAS A 727.

Based upon the contractor's bid the county's advance deposit for this project will be as follows:-

Bid items	429,634.00
RR protective costs	6,800.00
Other RR Costs	1500.00
Temp. Erosion Control	500.00
State responsiblity for damages	500.00
Seeding and mulching	500.00
4½ % contingencies	19,774.53
9 % engineering	39,549.06
Est. Construction Costs	498,757.59
Est. PE Costs	28,000.00
Est Project costs	526,757.59
County's share will be 6% of $526,757.59	= 31,605.46
Less Prior P.E. advance deposit	- 1,300.00
	30,305.46

By rounding the county's advance deposit will be $30,300.00

Please make your check in the amount of $30,300.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 20, 1979, ~~1978~~.

Very truly yours,

~~G.H. Wimer~~ D.E. Swan
~~Local Government Manager~~
Operations Programming Engineer

bc w/AD# 154: Vern Skoog - Please return completed AD# 154 when check is received.
Region 2 Federal Aid Engineer Phil Stearns

8078 6-6-79 2

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: S-A727(2)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90215

COUNTY NAME: Tillamook

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 22 '79
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

6-22 orig [illegible]

DATE PS&E APPROVED 6-6-79	DATE AUTHORIZATION EFFECTIVE 6-6-79	FEDERAL ROUTE NUMBER Secondary A727 STATE ROUTE NUMBER County Road

GENERAL LOCATION:
Nehalem River (CCC) Bridge Section

GENERAL DESCRIPTION OF WORK:
One structure.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) see below
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 5-29-79 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

As requested in Mr. Swan's 6-4-79 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $476,500 federal funds $419,700 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 6-6-79	SIGNATURE OF APPROVING OFFICIAL G. K. Hooner	TITLE for Division Administrator

FORM PR-1240 (REV. 5-76) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976-701-018

5978

Date 6/1/79 PROJECT MANAGEMENT OFFICE ME

Subject Tillamook County FAS jobs File No. ________

Received (call) ~~(visit)~~ from Stearns

Address ________

Made (call) ~~(visit)~~ to Fredrickson & Hossner Phone ________

Reason for contact and general discussion: Hossner says FHWA won't participate in any more Tillamook Co. jobs until guardrail on Pacific City (Nestucca River) Br. is installed to Standards. This is Co. responsibility per County/State agreement. Stearns will check on monday to see what revisions need to be made. This needs to be cleared by Wed. AM so Nehalem River (COC) Br. can be advertised.

Signature ________

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) M N

Circulate: PMF SGF OPE EAF [illegible] OM Other

8778 5-25-79

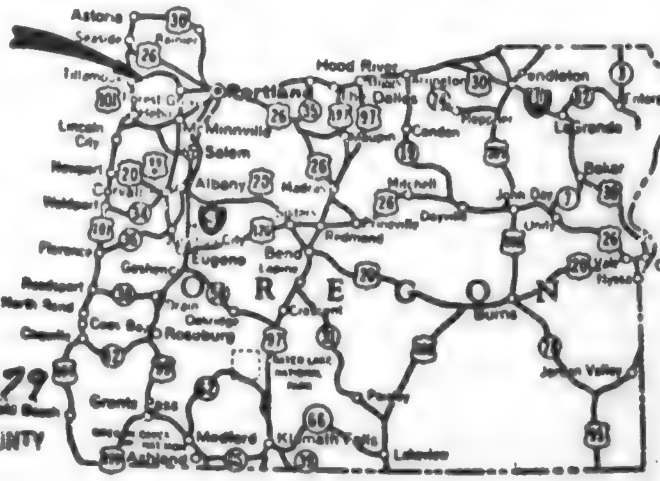
N EM RIVER(CCC) BRIDGE SECTION FAS. A727 (FOSS ROAD) TILLAMOOK COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	RS-A727(1)		See Index

PRELIMINARY COPY
MAY 25 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

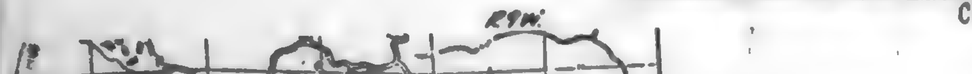
F OREGON
WAY DIVISION

ROPOSED PROJECT

NG & STRUCTURE
CC) BRIDGE SECTION
(FOSS ROAD)
OK COUNTY



APPROVED 5-25 1979
BOARD OF COMMISSIONERS OF Tillamook COUNTY
BY Granville Simmons COMMISSIONER
F. E. Knight COMMISSIONER
COMMISSIONER



PRELIMI
SUBJEC

TY. MAP
in miles

OREGON TRANSPORTATION
Glenn L. Jackson CHAIRM
Gordon Coleman COMMISS
Michael P. Hollern COMMISS
Peter J. Brix COMMISS
Tom Walsh COMMISS
Fred B. Klaboe DIRECTO
ASSISTA

ROUTING SLIP--DEPT. OF TRANSPORTATION Date: 6/1/79

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning
Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
[✓ Structures]
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number ____
District Number ____

ATTENTION:
Walt Hart

FROM:
H R.

COMMENTS:

Form 731-0032 (7/78)

FILE NO. [illegible]

8978

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 25, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Project Data Submission
Item No. 90215
Project No. RS-A727(2)
Nehalem River (CCC) Bridge Section
Tillamook County

Attached support data consists of PR-1 forms and sketch maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on June 28, 1979.

We request authorization for construction at an estimated total cost of $476,500 with an obligation of $419,700 in Federal Funds.

JLG:tmw
Attachments
cc: C. O. Fredrickson, (Region 2)
[redacted]

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-? (REV. 4-61)

May 25, 1979

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	(19) (20)	21 Co. Rd. Approx. 6 mi. E. of Nehalem 65	ADT	60 DHV 10	(66) 90 (70)	(71) 99 (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SURV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
3	28 One Bridge 62	(63) (66)	(66) (68)	(69)	(70)	(71) (72)	(73)	(74) (75)	14 RS- 23	7 A727

CARD

CLASS OF FEDERAL FUNDS: Rural Secondary

COUNTY NAME: Tillamook

NAME OF URBAN AREA 17-31: ---

ROUTE NO. 5

FEDERAL-AID: A727 (82)

STATE: Co. Rd. (86)

(87) U.S.: ---

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.1%	STATE FUNDS	OTHER FUNDS
5	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) X081		"Nehalem Riv. (CCC) Bridge Sec."	0.05	476,500	419,700	28,400	28,400 (Co.)

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	JLG	PROJECT TOTALS	0.05	476,500	419,700	28,400	28,400 (Co.)
1	14	PROGRAM APPROVAL DATES 10-13-78			(16) (23)	(24) (33)	REMARKS	

REMARKS

Additional Data: Item N

No. RS-A727(1).

Budget Bureau No. 41-R2067; Approval Expires February 28, 19

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

May 25, 1979

LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd. Approx. 6 mi. E. of Nehalem		60 DHV 10	90	99	10	Oregon	41	075	90215

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
								RS-	A727	(2)		

Rural Secondary

COUNTY NAME	CODE	PROGRAM STAGE
Tillamook	057	☐ 1 OR ☐ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	A727	Co. Rd.	---

ESTIMATED PROJECT COST BY PHASES

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.1%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
								RR adj. and protective service as required.
W								
NST		"Nehalem Riv. (CCC) Bridge Sec."	0.05	476,500	419,700	28,400	28,400 (Co.)	ROW - 60' min.; Access Control-none; Parking Restriction-none.
JLG		PROJECT TOTALS	0.05	476,500	419,700	28,400	28,400 (Co.)	

VAL DATES 10-13-78

REMARKS

Additional Data: Item No. 70344; Project No. RS-A727(1).

-over-

USCOMM DC 48905-P61

NEHALEM RIVER (CCC) BRIDGE SEC.
PROJECT NO. RS-A727(2)

REMARKS - continued

Project Data: Work under this project consists of remove existing structure and construct on improved alignment one prestressed concrete bulb "T" bridge (#11279A) 258 feet long with a horizontal clearance of 32.2 feet, grade, drain and high-type pave approaches at each end to provide two 12 foot traffic lanes with 3 foot shoulders and perform incidental work common to this type of project. Relocate existing railroad grade crossing northward. Railroad protective service as required.

FHPM 7-7-2 Requirements: Final Negative Declaration adopted by FHWA on June 15, 1978.

Accommodation of Utilities: A State-County agreement complying with paragraph 6d(1) of PPM 30-4.1 was executed November 10, 1976.

Maintenance: A State-County agreement complying with Section 116, Title 23 U.S.C. was executed November 10, 1976.

Railroad Crossing Data:

Crossing No. - - - - - - FD-823.17
Name of Railroad - - - - Southern Pac. Transportation Co.
No. of Trains - - - - - - 2 freights per day
No. of Tracks - - - - - - One
No. of Hi-Speed Trains - None
Present Protection - - - Advance Warning Signs & X-Bucks
Proposed Protection - - - Same as existing
Railroad Benefits - - - - None

Note: Included in February 22, 1978 6 YR HIP on page 43 and also in 9/78 SOCL on page 16 item 9.

8978

~~FAS A489~~

HIGHWAY DIVISION 378-6558

May 24, 1979

Donald Shaffer
Bicycle Route Engineer

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Nehalem River (CCC) Bridge Sec.
[redacted](Foss Road)
Tillamook County

Your letter of May 21 requested a paved shoulder on the subject project. The project involves two short bridge approaches connecting to an existing road that does not have paved shoulders.

We don't feel that the proposed typical section is out of line under these circumstances; however, in the future we will question consultants on the advisability of paved shoulders.

DNS:cj

1 Versteeg ✓
Anderson
Christenson
Olson
Sullivan
Turpin
Trout
Wakerlig

RECEIVED
MAY 24 1979
ROAD DESIGN
SECTION

Project File ☐
Return To
Bring Up / /
Action

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 21, 1979

FROM: Donald Shaffer
Bicycle Route Engineer

Donald Shaffer

SUBJECT: Nehalem River Bridge Section
F.A.S. A727 (Foss Road)

TO: Duane Christensen
Final Design Engineer

If there is any way we can influence the base design on the subject project without causing undue waves, I would like to see A.C. shoulders rather than aggregate. The cost difference would be so little and a precedent could be set.

DES:ge

Versteeg
Anderson
Christensen Don
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 23 1979
ROAD DESIGN SECTION

Do Not F... ☐
Return To
Bring
Action

REFERRED TO DNS
Brand ✓ Schuermeyer
Cole Semple
Erikson Watson
Hager Don Lou
Return Do File Copy Due
BY FINAL DESIGN ENGINEER

8778

Section Nehalem River (CCC) Bridge Programming Estimate $

Highway FAS A727 Project Length

County Tillamook Completion Time 310 Cal. days

Kind of Work Grade, Pave, Structure

Prefix 529-1967 FA Project No. RS-A727(2)

ISTRUCTION AUTHORIZATION

tract Amount $ 409663-

	6800
	1500
	500
	500
Misc. Permit Fees	
[illegible]	500

$ 9800-

$ 419463-

Contingencies (4-1/2%) 18875.59

Engineering (9 %) 37751.61

~~SUBTOTAL~~ $

~~Credit for~~

Estimated Net Authorization, Construction $ 476,090.51

Est. P.E. Costs	25 000.00
Est total project costs	501,090.51
Less Federal funds	440,959.65
State and County Share	60,130.86
County share	30,065.43
Less PE Advance deposit	1300.00
County's advance Deposit would then be	$25,765.43

APPROVED

Road Design Engineer

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 5/22/79

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number 2
District Number

ATTENTION: Phil Hearns

FROM: Proj. Mgt.

COMMENTS: Please inform the county.

SP*70483-734

Form 731-0088 (7/78)

Section Nehalem River (CCC) Bridge Programming Estimate $

Highway FAS A727 Project Length

County Tillamook Completion Time 310 Cal. days

Kind of Work Grade, Pave, Structure

Prefix 529-1967 FA Project No. RS-A727(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 409663 -
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs	6800	
Other Railroad Costs	1500	
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	500	
State Furnished		
Install Water Meter		
Furnish Water		$ 9800 -
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages	500	
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
[illegible] Seeding & mulch	500	
		$ 419463 -
Contingencies (4-1/2%)		18875 84
Engineering (9 %)		37751 67
~~SUBTOTAL~~		$
~~Credit for~~		
Estimated Net Authorization, Construction		$ 476,090 51
Est. P.E. Costs		25 000.00
Est total project costs		501,090.51
Less Federal funds		440,959.65
State and County SHARE		60,130.86
County share		30,065.43
Less PE Advance deposit		1300.00
County's advance Deposit would then be		$28,765.43

APPROVED

Road Design Engineer

REGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date 6/28

Section Nehalem River (CCC) Bridge

County

Kind Of Work

Length

Name Day

5/18/79 8

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (9%)		All	All		34,000
	Temporary Protection and Direction of Traffic		All	All	—	2500^{00}
	Roadwork					
	Removal of Pavement		Sq Yd	960	1^{25}	1200 —
	Embankment in Place		Cu Yd	900	8^{00}	7200 —
	1 1/2-0 Aggregate Base		Ton	1,400	12^{50}	17,500
	Class "C" Asphalt Concrete		Ton	440	40^{00}	17,600
	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]
	Guard Rail, Type 2A		Lin Ft	250	20^{00}	5000
	Guard Rail, Type 3		Lin Ft	88	32^{00}	2816
	Guard Rail Anchors, type 1		Each	6	300^{00}	1800
	Rail End Pieces, Type B		Each	1	95^{00}	95
	Rail End Pieces, Type C		Each	5	150^{00}	750
	Loose Riprap, Class 400		Cu Yd	400	20^{00}	8000

REGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date
County
Section Nehalem R (CCC) Br.
Name Day
Kind Of Work
Length

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Structure					
	Bridge Removal Work		All	All		20,000
	Structure Excavation		Cu Yd.	110	30-	3300
	Furnish Pile Driving Equipment		All	All		8,000
	Furnish HP10X57 Steel Piling		Lin Ft	378	16-	6048
	Drive Steel Piling		Lin Ft	378	2-	756
	Structural Concrete, Class 3300 (117cy @ $250-)		All	All		29250
	Structural Concrete, Class 4000 (40cy @ $250-)		All	All		10,000
	4'x55'/60' Prestressed Slabs		Each	3	5,000	15,000
	4'x60'/65' Prestressed Slabs		Each	3	5,000	15,000
	4'x65'/70' Prestressed Slabs		Each	10	5,000	50,000
	125'/130' Deck Bulb Tee Prestressed Beams		Each	6	18,500	111,000
	Reinforcement (36,400 lbs @ 0^{50})		All	All		18,200
	Reinforced Concrete Bridge End Panels		Sq Yd	142	45-	6390
	Structural Steel (1900 lbs @ 1^{32})		All	All		2508
	Metal Rail		Lin Ft	525	30	15,750

```
                              529   1960    905    00 P 1                                                         16.00
                              529   1960    906    00 P 1                                                         11.29
                              529   1960    914    00 N 1                                                        101.81
                              529   1960    923    00 P 1                                                        167.69
                                            TOT       P1                                                          11.29
                                            TOT       N1                                                         178.98  **
                                    ** JOB TOTALS **                 **                   **

                                                                                                          00        STATE
                            CONT NO         FA PROJ NOS RS  727001 100                  16,500.00CR     16,500.00CR
NEHALEM RIVER BRIDGE
                              529   1967    296    00 N 9                                1,000.00        1,000.00
                              529   1967    297    00 N 9                               15,500.00       15,500.00
                              529   1967    298    00 N 9                                                  385.87
                              529   1967    901    00 P 1                                                   60.06
                              529   1967    902    00 P 1                               14,915.00       14,915.00
                              529   1967    904    00 P 1                                  273.92          273.92
                              529   1967    905    00 P 1          273.92                  606.13          838.69
                              529   1967    906    00 P 1          601.60                  131.04          846.79
                              529   1967    910    00 P 1          131.04                   11.59           11.59
                              529   1967    911    00 P 1           11.59                                   30.45
                              529   1967    918    00 P 1                                   12.14           12.14
                              529   1967    920    00 P 1                                   34.98        3,015.63
                              529   1967    923    00 P 1                                                  517.10
                              529   1967    980    00 P 1                                               20,907.14
                                            TOT       P1         1,018.15               15,984.80       20,907.14  **
                                    ** JOB TOTALS **             1,018.15  **           15,984.80  **

                                                                                                          00        STATE
WALLA WALLA RIV BR (MILT-FRWT CONT NO       FA PROJ NOS RS  311601 100   1,617.00CR        1,617.00CR      20,592.00CR
                              530   1923    296    00 N 9
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                                                                           APRIL 1979           PAGE  779
TOTAL TO DATE JOB COST SUMMARY
                                                                              FISCAL            GRAND TOTAL
                                                                           YEAR TO DATE           TO DATE
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX        FUNCTION   GR   CURRENT MONTH                    20,592.00
                                   530   1923    298    00 N 9       1,617.00       1,617.00       4,411.89
                                   530   1923    901    00 P 1                        489.20         489.20
                                   530   1923    904    00 P 1                                     1,100.02
                                   530   1923    906    00 P 1                                     9,448.24
                                   530   1923    906    00 P 1                                       366.34
                                   530   1923    909    00 P 1                                       102.64
                                   530   1923    910    00 P 1                                        17.49
                                   530   1923    912    00 P 1                                       303.90
                                   530   1923    919    00 P 1                                     2,031.52
                                   530   1923    918    00 P 1                                       136.10
                                   530   1923    920    00 P 1                                     1,314.13
                                   530   1923    921    00 P 1                                     1,016.21
                                   530   1923    923    00 P 1                                     2,015.84
                                   530   1923    926    00 P 1                        489.20        24,750.52
                                                 TOT       P1              **         489.20  **    24,750.52  **
                                         ** JOB TOTALS **
                                   529   1960     905       00 P 1
                                   529   1960     906       00 P 1                                         16.00
                                   529   1960     914       00 N 1                                         11.29
                                   529   1960     923       00 P 1                                        101.81
                                                  TOT          P1                                         167.69
                                                  TOT          N1                                          11.29
                                               ** JOB TOTALS **                  **             **        178.98  **

                                                                                                       00        STATE
 NEWHALEM RIVER BRIDGE             CONT NO           FA PROJ NOS RS  727001 100
                                   529   1967     296       00 N 9                      16,500.00CR    16,500.00CR
                                   529   1967     297       00 N 9                       1,000.00       1,000.00
                                   529   1967     298       00 N 9                      15,500.00      15,500.00
                                   529   1967     901       00 P 1                                        385.87
                                   529   1967     902       00 P 1                                         60.06
                                   529   1967     904       00 P 1                      14,915.00      14,915.00
                                   529   1967     905       00 P 1         273.92          273.92         273.92
                                   529   1967     906       00 P 1         601.60          606.13         838.69
                                   529   1967     910       00 P 1         131.04          131.04         846.79
                                   529   1967     911       00 P 1          11.59           11.59          11.59
                                   529   1967     918       00 P 1                                         30.45
                                   529   1967     920       00 P 1                          12.14          12.14
                                   529   1967     923       00 P 1                          34.98       3,015.63
                                   529   1967     980       00 P 1                                        517.10
                                                  TOT          P1        1,018.15       15,984.80      20,907.14
                                               ** JOB TOTALS **          1,018.15  **   15,984.80  **  20,907.14  **

                                                                                                       OR        STATE
 WALLA WALLA RIV BR (MILT-FRWT CONT NO           FA PROJ NOS RS  311601 100
                                   530   1923     296       00 N 9       1,617.00CR      1,617.00CR    20,592.00CR



                                                                              APRIL 1979           PAGE  779
 TOTAL TO DATE JOB COST SUMMARY
                                                                                FISCAL             GRAND TOTAL
                                                                             YEAR TO DATE            TO DATE
 DESCRIPTION OF JOB OR DEPARTMENT      PREFIX       FUNCTION    GR  CURRENT MONTH
                                   530   1923     298       00 N 9       1,617.00        1,617.00      20,592.00
                                   530   1923     901       00 P 1                                      4,413.89
                                   530   1923     904       00 P 1                         489.20         489.20
                                   530   1923     905       00 P 1                                      3,100.02
                                   530   1923     906       00 P 1                                      9,448.24
                                   530   1923     909       00 P 1                                        366.34
                                   530   1923     910       00 P 1                                        102.64
                                   530   1923     912       00 P 1                                         17.49
                                   530   1923     914       00 P 1                                        303.90
                                   530   1923     918       00 P 1                                      2,031.52
                                   530   1923     920       00 P 1                                        136.10
                                   530   1923     921       00 P 1                                      1,314.13
                                   530   1923     923       00 P 1                                      1,016.21
                                   530   1923     926       00 P 1                                      2,015.89
                                                  TOT          P1                          489.20      24,750.52
                                               ** JOB TOTALS **                  **        489.20  **  24,750.52  **
```

8978

5-10-79

Nehalem River (CCC) Br.
FAS-A727 Foss Rd.
Tillamook Co

ATTACHMENT A

Special Conditions for Material Removal/Fill Permit No. 2460

1. This permit authorizes the removal of up to 60 cubic yards of material and the placement of two piers and footings in Section 27, T3N, R10W (CCC Bridge Site) in conjunction with the replacement of an existing bridge as outlined in the attached permit application, map and drawings.
2. The operation shall be conducted in a manner that will prevent any turbidity increase when background turbidity is 30 JTU's or less, or more than a 10% increase when background turbidity is more than 30 JTU's.
3. There shall be no removal or filling in the permit area between September 15 and June 15.
4. There shall be no operation of equipment in the active flowing stream between September 15 and June 15.
5. The stream shall not be diverted from the natural bed nor within the natural bed.
6. Waste materials and spoils shall be placed above the bankline.
7. Areas of streambank disturbance shall be seeded or planted with grass and/or legumes, shrubs and trees.
8. No fresh concrete shall be placed in the active flowing stream.
9. The Division of State Lands retains the authority to temporarily halt or modfiy the project in case of excessive turbidity or damage to natural resources.

____ Versteeg ____
____ Anderson ____
Copy Christensen mw
____ Olson ____
& Copy Sullivan mw
____ Terpin ____
1 Trout ____
____ Wakerlig ____

RECEIVED
MAY 10 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To ____
Bring Up ___/___/___
Action ____

MW { copy Location
" Environment
" Bridge

8778

5-9-79

529

RIGHT OF WAY SECTION
RECEIVED

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-A727( )
Project Name Nehalem River (CCC) Bridge Section
FAS- A727

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

* ☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property has been or will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Tillamook, Oregon, this 9th day of May, 1979

County of Tillamook

Granville Simmons
County Judge/Chairman

F. E. Knight
Commissioner

Gerald O Woodward
Commissioner

*SEE PAGE 2

Certified By:

Ray C Baggarley
Regional Right-of-Way Supervisor
Date 9 May 1979

5-14-79

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

Page two - Federal Aid Project No RS-A727 - Nehalem River Bridge Section

All rights-of-way have been secured. Negotiations are continuing with the Southern Pacific Railroad for relocation of the "at grade" crossing. Preparation for the bridge construction is going ahead before the finalizaition of this crossing.

Tillamook County
Tillamook, OR
May 8, 1979

The right of way was obtained by donation. Therefore, the county chose to use this attachment saying the right of way has been secured rather than purchased.

Jim Dixon
5-14-79

8978

OBEC CONSULTING ENGINEERS

May 7, 1979

Mr. Phillip O. Stearns
Regional Federal Aid Specialist
P.O. Box 14030
Salem, Oregon 97310

Re: Nehalem River (CCC) Bridge
Project RS-A-727(1)
Tillamook County

Dear Mr. Stearns:

Today we are delivering the full size mylar tracings for the CCC project to the Bridge Section in Salem.

We have carefully reviewed the changes suggested by the Bridge and Grading Sections and have incorporated most of them on the plans. The interior bents' footings have been revised to lower the bearing pressure and to increase the factor of safety for overturning. We do not feel, however, that it is necessary to change the design of the prestressed members, since the stresses meet AASHTO specifications, nor do we think it necessary to add additional horizontal reinforcement to the interior bent shafts.

Draft special provisions were mailed to Jack Sullivan, Specifications Engineer, Salem on April 2, 1979. A detailed estimate of construction cost is being sent along with the mylar tracings. We expect that the project will bid at approximately $402,000.

This completes our preliminary engineering, as we see it, unless there should be some further minor changes in the specifications or details. We are still hoping for a bid opening on June 28, 1979.

Very truly yours,

L. F. Pierce
Chief Engineer

LFP:seb

cc: Walter Hart w/enclosure
Dave Moehring
Ray Baggarley

PROJECT MANAGEMENT
PME LGE CCE ☐ [✓ FAE ☐] OM ☐ OPE ☐
MAY 9 1979
File: PM FA LG OP

P.O. BOX 72 • SPRINGFIELD, OREGON 97477 • (503) 746-9673

8978

OBEC **CONSULTING ENGINEERS**

April 23, 1979

Mr. Don L. Trout
Office Engineer
Oregon Dept. of Transportation
Transportation Building
Salem, Oregon 97310

Re: CCC Bridge, Tillamook County
OBEC Job No. 97-5

Enclosed is a copy of the amended Corps of Engineers permit for the CCC project in Tillamook.

Very truly yours,

W. A. Palmateer
sb

W. A. Palmateer
General Manger

WAP:seb
enclosure

Versteeg
Anderson
MLC Christensen copy
Olson
MLC Sullivan copy
Terpin
1 Trout A
Wakerlig

RECEIVED
APR 24 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

cc: Don Keyes
Bob Ellison

P.O. BOX /2 • SPRINGFIELD, OREGON 97477 • (503) 746-9873

NPPND-RF-1

17 April 1979

Tillamook County Board of Commissioners
Tillamook County Courthouse
Tillamook, OR 97141

RE: 071-OYA-4-002314
(S. Fork Nehalem River-Fill)

Dear Sirs:

This is in response to a request from the Oregon Bridge Engineering Company dated 10 April 1979, for modification of the location and the amount of fill involved in the construction of a highway bridge in the South Fork, Nehalem River, Mile 14.4, near Mohler, Oregon.

The Department of the Army permit which authorized this project on 5 January 1979, is hereby revised to show the project location as River Mile 15.1 of the South Fork, Nehalem River, and is further modified to include the placement of approximately 100 cubic yards of riprap for bank protection purposes. All conditions of the original authorization, excepting the specific changes mentioned above, remain in full force and effect.

FOR THE DISTRICT ENGINEER:

A. J. HEINEMAN
Chief, Navigation Division

Copy to
Don Trout
Phil Stearns

CF: W. A. Palmateer, ODEC

STATE OF OREGON **INTEROFFICE MEMO**

8978

TO: Mr. Phil Stearns
Reg. 2 Federal Aid Engineer

FROM: Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

DATE: April 23, 1979

SUBJECT:
Nehalem R. (CCC) Bridge
Nehalem R. Br. Sec.
Tillamook County
Bridge 11279A
OBEC Project RS-A-727(1)

We are returning one set of prints of the Nehalem River Bridge plans with our comments noted thereon. Of particular concern in the apparent cost, which seems to exceed the authorized amount (roughly $465,000 vs. $390,000).

Analysis of the structure indicates extremely high footing pressures and low overturning factor of safety at interior bents. A large concrete tension stress is developed in the bottom of slabs and beams under live load conditions.

These comments are for OBEC Consulting Engineers' consideration.

JEB:dh
Attachments

cc Don Stoudenmeyer
Don Harwell

402,000

PROJECT MANAGEMENT
PME ☐ CO OM ☐
LGE ☐ FAE ☐ OPE ☐
H APR 24 1979 Bo
N M
File: PM FA
TAA LG OP

81-128-1367

8978

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Nehalem River (CCC) Bridge

Highway: F.A.S. A727

County: Tillamook

Prefix: 529-1967

Res. Engr.

Date April 5, 1979

Twenty Year Traffic Coefficient 7.0

18 kip s.a. per day 15.1

R Value 11

Frost Penetration -

CBE Total Requirement 22.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
3.5"	A.C. (Immediate)	7.0
2.0"	A.L.	2.0
10.0"	A.B.	10.0
17.0		22.0

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government Programs

p

8978

Form 734-1191 (Rev. 5/77)

OREGON STATE
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9/27/78	CC 1891		529-1967

BILL TO: Code:

Tillamook County-Board of Commissioners
Courthouse
Tillamook, Oregon 97141
Attn: Mr. Bob Miles-Roadmaster

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of Advance Deposit to Hwy. fund. P.E. Advance Deposit for Nehalem River (CCC) Bridge FAS A727.			

Advance Deposit Amount	$ 1,300.00
Advance Deposit Previously Transferred to Highway Fund	$ -
Balance	$ 1,300.00
Transfer to Highway Fund	$ 1,000.00
Refund Due	$ -
Partial or final request for billing	Partial
Number of the previous request in connection with this service.	

Amount Due . . . . . . $

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
for Gerald W. Wimer

SP*35736-734

8978

529-1967

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

June 28, 1978

Ray Baggarley
Director of Public Works
EOC Room, Courthouse
Tillamook, OR 97141

Dear Mr. Baggarley:

This is to advise you the Highway Division has received authorization from the Federal Highway Administration for the preliminary engineering on the Nehalem River (CCC) bridge project.

Enclosed are two copies of the approved consultant agreement. Please forward one copy to OBEC Consulting Engineer.

Mr. Dick Nelson, East State Highway Building, Salem 97310, phone 378-2626, has been assigned as liaison engineer for the Highway Division. Please submit county approved billings to Mr. Nelson for processing.

Sincerely,

P

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

POS:gl
Enc.
cc: D. H. Moehring
R. Nelson
OBEC

PROJECT MANAGEMENT
PME ☐
LGE ☑
CCE ☐
FAE ☑
OM ☐
CPE ☐
JUN 30 1978
TAA
File: PM FA
LG OP

8978

June 28, 1978

Tillamook County
Board of Commissioners
Courthouse
Tillamook, Oregon 97141

Attn: Hon. C. D. Bailey

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Nehalem River (CCC) Bridge Section FAS-727.

Financial sharing of the preliminary engineering is:

Total P.E.	$ 18,100
Federal Funds	15,500
Balance	$ 2,600
Local Share:	
½ of $2,600 = $1,300	

Rec'd 9/20/78 Told Region

Please make your check in the amount of $1,300.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, OR 97310.

Very truly yours,

G. W. Wimer
Local Government Manager

GEZ:dmc

bc w/AD# 466: Vern Skoog - Please return completed AD# 466
when check is received.
Region 2 Federal Aid Engineer, Phil Stearns

8978

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: June 20, 1978

In reply refer to: HPD.2-OR

SUBJECT: Oregon Proj. FAS A-727(1)
Nehalem River (C.C.C.) Bridge
Final Negative Declaration

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Mgr., Environmental Section, ODOT

The Final Negative Declaration has been approved by our Asst. Division Administrator on 6-15-78.

Please make copies of this draft statement available, as required by FHPM 7-7-2.

The original signed copy of the Title Sheet was hand-carried to your office for immediate processing.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer

G. L. Green

cc:
Mr. H. S. Coulter (OSHD)
Mr. E. S. Hunter (ODOT)
Mr. Chuck Fredrickson, Reg. 2
Mr. D. E. Swan (ODOT)

RECEIVED
STATE HWY ENGR
JUN 22 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S.COULTER

8978 6-19-78 2

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-A727(1)

STATE PROJECT NO. See below

COUNTY NAME Tillamook

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70344

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	Secondary A727
	6/19/78	STATE ROUTE NUMBER	County Road

GENERAL LOCATION:

Nehalem River (CCC) Bridge Section

GENERAL DESCRIPTION OF WORK:

Consultant Agreement - PS&E preparation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC NTE $18,100, FF $15,500
☒ OTHER (Specify) Consultant Agreement - Oregon Bridge Engineering Company

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 4/3/78 I approve the Consultant Agreement with Oregon Bridge Engineering Company.

A signed copy is returned herewith.

NOTED
F. B. [illegible]

[illegible] 6-21

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6/19/78	G. K. [illegible]	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8978 6-15-78 L'

FINAL NEGATIVE DECLARATION

Nehalem River (C.C.C.) Bridge
Nehalem River Road FAS A 727(1)
Tillamook County, Oregon

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DESCRIPTION AND PURPOSE OF PROPOSED PROJECT

Location

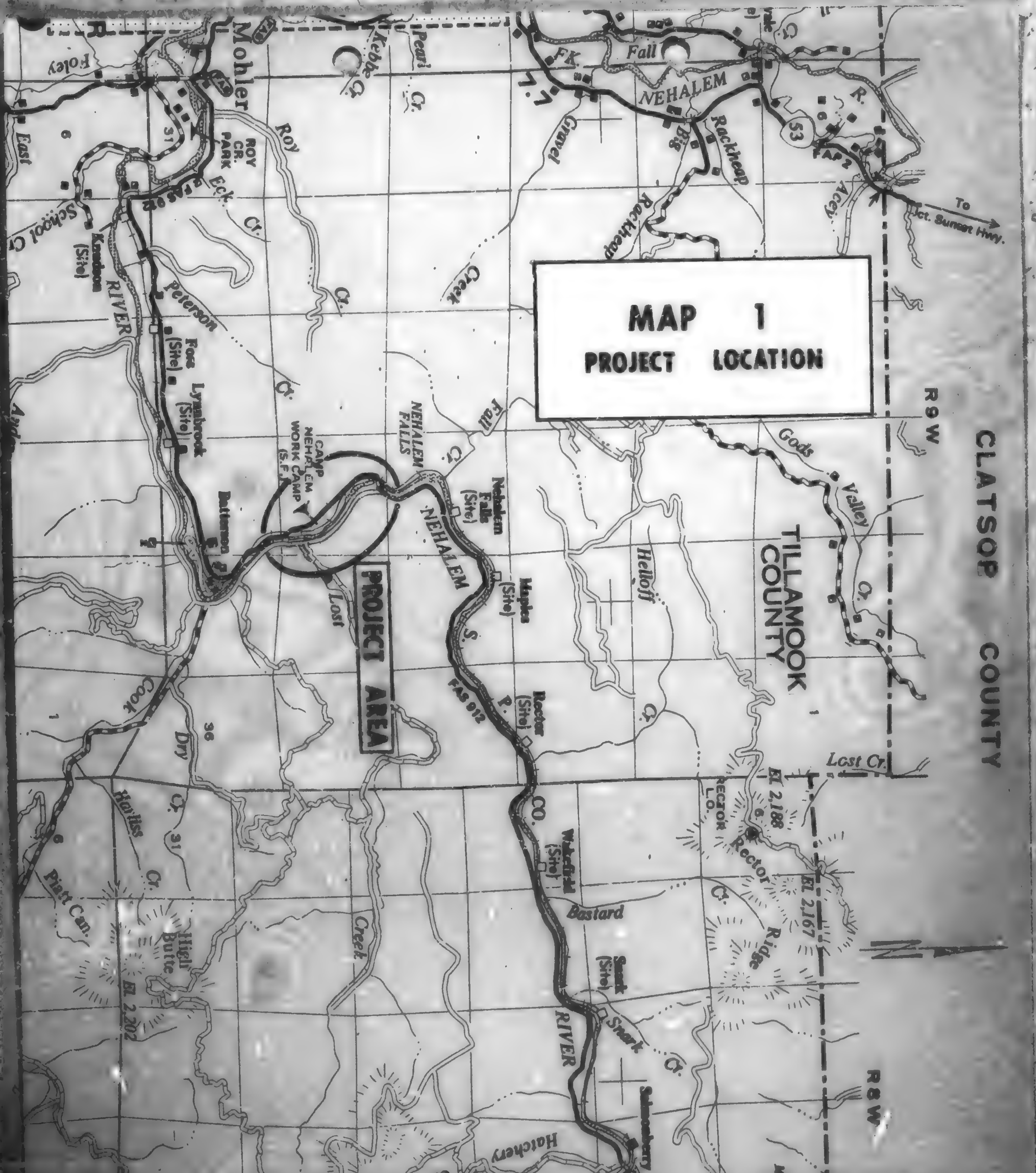
The proposed bridge project is located in Tillamook County on the Nehalem River Road [FAS A727(1)] between mileposts 5.8 and 6.8 at a point where the road crosses the Nehalem River at approximately river mile 15.1 (see Map 1). The project is located well upstream from the navigable part of the river, which due to tidal influence, terminates near river mile 8.6.

Purpose

The purpose of the project is to replace an existing deteriorating highway bridge over the Nehalem River with a two-lane concrete bridge providing 30 feet of horizontal clearance and unlimited vertical clearance for vehicles. The bridge will span the low water channel of the river on two piers, as does the existing bridge; vertical clearance of the bridge superstructure above the high water level of the river would be about 11 feet.

Authority

The proposed project has been approved for funding under the Oregon Transportation Commission's Six-Year Highway


Mohler
Foley
East
School Cr.
Roy Cr. Park
Roy
Eck Cr.
Kebbe Cr.
Pearl Cr.
RIVER
Peterson
Fox [Site]
Lynnbrook [Site]
Batterson
Cr.
CAMP NEHALEM WORK CAMP (S.F.)
NEHALEM FALLS
Fall Cr.
Gravel Creek
FK.
Fall
NEHALEM
Big
Rackheap
Rackheap Creek
53
FAP 2
Acey
R.
To Jct. Sunset Hwy.
PROJECT AREA
Lost
NEHALEM
Nehalem Falls [Site]
Maples [Site]
S. P.
FAS 912
Rector [Site]
CO.
Helloff Cr.
Gods Valley Cr.
TILLAMOOK COUNTY
CLATSOP COUNTY
R9W
Lost Cr.
RECTOR L.O.
El. 2,188
Rector Ridge
El. 2,167
Cr.
Waterfall [Site]
Bastard
Snark [Site]
Snark Cr.
RIVER
Salmonberry
R8W
MORRISON EDDY
To Jct. Sunset Hwy.
FAS 912
Hatchery Cr.
BUCK
Buick Can
Salmon
Creek
Cook
Dry Cr.
36
31
Hayliss Cr.
Platt Can.
High Butte
El. 2,202
Cook

MAP 1

PROJECT LOCATION

Improvement Program adopted February 22, 1978. It is a Federal Aid Secondary-County (FAS-C) project which will be funded by Federal, State, and County sharing.

Existing Project Area Characteristics

The existing bridge was constructed in 1937. It has a treated timber frame truss and a paved timber deck on two concrete piers with a steel approach span on the west and a timber approach span on the east. The length of the bridge is 168 feet. The horizontal clearance for vehicles is 17.9 feet (one lane bridge) and vertical clearance is 15 feet. Because of deterioration of the timber deck and truss, the bridge has been limited to loads of 15 tons or less, which excludes log trucks and many types of fire fighting vehicles. The anticipated life of the bridge is about 5 years.

The Nehalem River Road generally parallels the river as it courses to the east and north in Tillamook County from the town of Mohler at river mile 6.0 to the town of Elsie, Clatsop County, near river mile 35. From the Salmonberry River crossing (river mile 22) to the Clatsop County line, the road is a gravel-surfaced, single-lane facility. At Elsie, this road intersects with the Sunset Highway (ORE 26 - a major east-west arterial). The Nehalem River Road serves to access the predominant state forest lands in the area; log trucks, state forestry personnel, recreationists, and a few local residents are the primary users of the road. The deteriorating bridge excludes log trucks from bringing logs into Tillamook County for processing. Instead logs are taken north and east into Clatsop County with resulting financial loss to the Tillamook County timber industry. Fire fighting equipment is also somewhat restricted because equipment must be stationed on both sides of the bridge to answer fire alerts. Both of these problems would be eliminated by replacement of the bridge.

Existing (1976) average daily traffic volume (ADT) on this section of road is about 60 vehicles per day. Trucks over 15 tons do not use this section because of the bridge load limit and must detour to the northeast. Projected 1996 ADT is not expected to increase substantially over current ADT.

The existing section of Nehalem River Road in the project area has two 10-11 foot lanes with variable-width gravel shoulders. The geometric alignment is good compared to other sections of the road. This section, from mile posts 5.8 to 6.8, has six curves on level grade and five curves on hills, all very moderate except one curve on level grade which makes an 80° angle approaching the existing bridge and railroad crossing on the west riverbank; however, the sight distance at the curve is good. All the build alternatives of this proposal include some provision for improving or eliminating this curve.

The Tillamook Branch of the Southern Pacific Transportation Company Railroad also follows the west bank of the Nehalem River from Mohler upstream to the Salmonberry River. Along sections of the Nehalem River Valley, the railroad and road pass close to each other and cross several times on the west bank valley floor. There are five at-grade railroad crossings between Mohler and the existing bridge site; two of these five crossings occur within the project area - one crossing is on the west approach to the existing bridge.

Most of these railroad crossings have limited sight distance and only one (near Mohler) has automatic warning devices. At present there are only two trains per day (one in each direction) and these are relatively slow moving (25 mph). Although there is no record of accidents on the two crossings in the project area, it would be well to modify or eliminate the potential hazard of these crossings if possible in this reconstruction project. All the build alternatives include some provision for reducing the conflict between the railroad and highway.

Public and Agency Involvement

The existing bridge, built in 1937, has been slowly deteriorating over a long period of time and it became necessary to limit vehicles using the bridge to loads of under 15 tons. Due to the load limit, restriction of fire equipment and logging equipment using the bridge has caused public concern.

The bridge replacement proposal has the support of Tillamook County, the Clatsop-Tillamook Intergovernmental Council, and the local public. Coordination meetings have been held with various concerned agencies including the Oregon Department of Fish and Wildlife, Oregon Department of Forestry, and Tillamook County. All support an improvement or replacement of the existing bridge. The local public similarly support such an improvement.

From the Oregon Project Notification and Review System (A-95) process, it has been determined that no significant conflict with plans, policies, or programs of State government should occur with implementation of the proposed action.

The Tillamook County Commission formally initiated a project request in February 1975 with the then Oregon State Highway Division. A project assessment was prepared in April 1975 and submitted, but Federal funds were not available at that time. In November 1975 a new policy was adopted which made federal funds again available for this type of project, and a new application was filed in April 1976. A Project Environmental Assessment was prepared by Tillamook County and the Oregon State Highway Division and submitted to the Federal Highway Administration

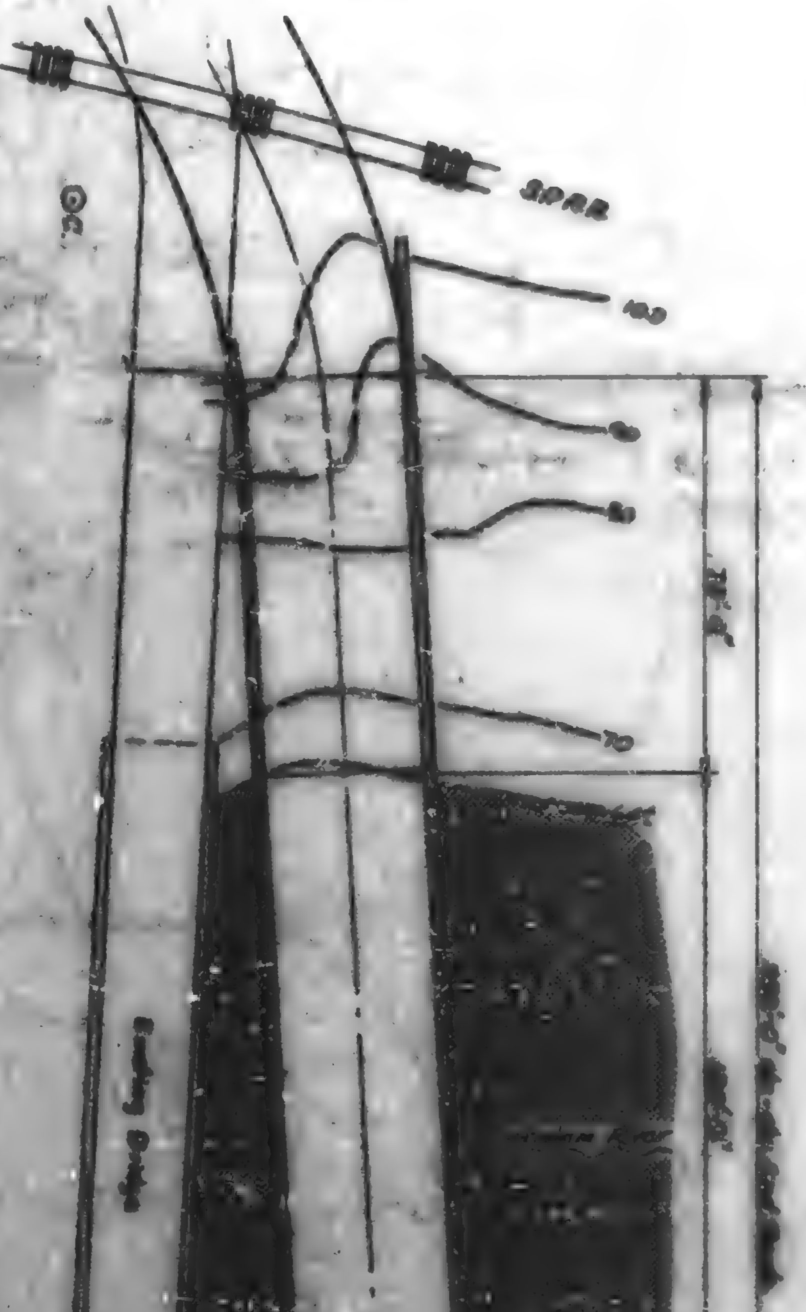
(FHWA) for approval in November 1976. After revisions were prepared the FHWA approved the project on March 29, 1977.

A draft negative declaration was prepared and after FHWA approval was released on October 10, 1977. A Public Hearing was held for the project in Tillamook County on January 19, 1978. Minutes of the hearing are attached herein as Appendix II. Upon reviewing the hearing results and a cost comparison study made subsequent to the hearing by Oregon Bridge Engineering Company (OBEC) Consulting Engineers, the Tillamook County Commission selected a project alternative on April 12, 1978 as described in the following section.

SELECTED ALTERNATIVE

On April 12, 1978 the Tillamook County Board of Commissioners voted unanimously to locate the proposed bridge on Nehalem River Road at the site known as Alternative 2. This alternative relocates the bridge crossing approximately 100 feet upstream from the existing bridge and includes improvement of an at-grade railroad crossing on the west approach to the bridge and improvement of a substandard horizontal curve also on the west approach (see Map 2). Nehalem River Road will remain on its existing alignment. Traffic will remain on the existing bridge through construction. No homes will be displaced by this alternative. Construction will require a Corps of Engineers Sec. 404 permit, a Division of State Lands permit, and a Southern Pacific Transportation Company Railroad crossing permit.

Alternative 2 was selected over the others primarily because of lower cost, its superior alignment with the existing roadway and the fact that the road would remain open during construction.


SPRR
100
90
80
70
70
80
90
100
Existing Bridge

MAP 2
SELECTED BRIDGE

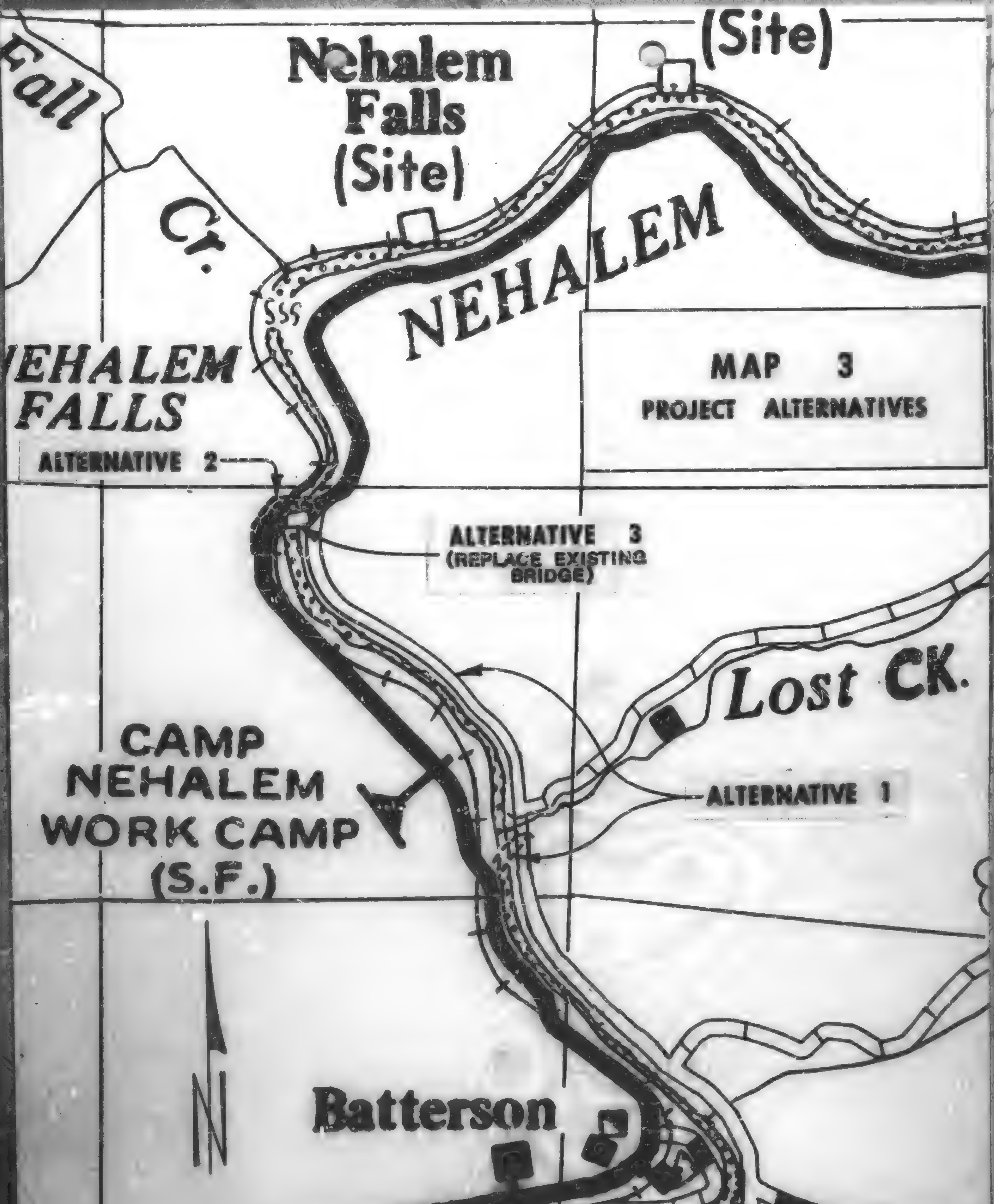
ALTERNATIVES CONSIDERED

Introduction

The present deteriorating condition of the existing bridge indicates a need for replacement within five years. The following alternatives to meet that need were explored (see Map 3).

Alternative 1

This alternative would have relocated the bridge about .8 mile downstream from the existing bridge, bypassing a section of the Nehalem River Road where the two at-grade railroad crossings are located. The new bridge, at river mile 14.3, would have been about 310 feet long. After crossing to the east bank, the new alignment would have turned north and crossed Lost Creek on a new structure (the new structure would have replaced an existing one-lane bridge on the forest access road). The new alignment would have then followed an existing, gravelled state forest access road which would have been widened and paved, and required substantial cut sections (at least 50,000 cu. yds.) in the steep east riverbank hillside. The new alignment would have connected to the existing alignment near the east approach to the existing bridge. The new road section would have provided two 12-foot lanes and 4-foot gravel shoulders. The new geometric alignment



Fall
Cr.
Nehalem Falls (Site)
(Site)
NEHALEM
EHALEM FALLS
MAP 3
PROJECT ALTERNATIVES
ALTERNATIVE 2
ALTERNATIVE 3 (REPLACE EXISTING BRIDGE)
Lost CK.
CAMP NEHALEM WORK CAMP (S.F.)
ALTERNATIVE 1
N
Batterson

would have had 13 level curves and 6 curves on hills. The existing bridge and road section would have carried traffic during construction. After the new bridge and road section were completed, the existing bridge would have been dismantled; the bypassed section of road (which would then have only one at-grade railroad crossing) would have continued to provide local access to land owners. Project cost was estimated to be $653,000 prior to the Public Hearing, but subsequently the cost estimate has risen to approximately $1.1 million.[1]

Alternative 2 (the selected alternative)

This alternative will relocate the bridge within 100 feet upstream from the existing bridge. The new bridge will be about 230 feet long. The existing section of Nehalem River Road from mile post 5.8 to 6.8 will be maintained although this alternative will improve, by straightening, the severe (80° angle) curve on the west bridge approach. The west approach will require a single cut into a wooded hillside which borders the existing bridge approach on the west side; about 3,000 cu. yds. of rock will be removed. The cost of this alternative will be about $400,000.

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[1] OBEC Consulting Engineers, Cost Comparison Study For The Proposed C.C.C. Bridge Project, Tillamook County, Oregon (Springfield, Oregon, March 1978)

Alternative 2A

This alternative is similar to Alternative 2 with the exception being that the new bridge would have been extended about 40 feet to a length of 270 feet and the railroad would have been overcrossed at a level that would have directly connected the roadway to the horizontal alignment of an improved curve beyond the railroad crossing. The estimated cost of Alternative 2A, prior to the public hearing, was about $440,000. However, considering the additional 40 feet of bridge, the additional height of the structure and the railroad overpass, the original estimated cost seemed too low. Subsequent to the Public Hearing an additional cost study was made resulting in a new estimated cost of over $700,000 for bridge work alone, without considering roadwork, embankments or guardrails.[2]

Alternative 3

Under this alternative the bridge would have been rebuilt at its present location. The existing bridge would have been removed and traffic would have been detoured about 50 miles to the

[2] Ibid

Sunset Highway for a three to five month period. The existing section of Nehalem River Road would have been maintained, although the curve and railroad crossing on the west bank approach would have been improved similar to that proposed for Alternate 2. As in Alternative 2, options existed to build the bridge such that the roadway would have crossed the railroad at-grade and to install automatic warning devices, or to overcross the railroad with a longer bridge span. No cut section was anticipated with this alternative. Bridge length would have been similar to Alternative 2. Prior to the public hearing project cost with the at-grade railroad crossing was estimated to be about $542,000. Cost of the option with a railroad overcrossing, was estimated to be about $582,000. Again, as was the case with Alternative 2A, these estimated costs appear to be too low.

Alternative 4

This alternative, the No-Build Alternative would have continued the maintenance and use of the existing bridge, but was considered not to be feasible since the projected safe life of the bridge is for a maximum of five years. That time span is based on the continued exclusion of heavy vehicles.

Additional Alternative

Consideration was also given during project development to realigning the railroad tracks in the project area to remove the road - railroad conflict. This option would have been extremely costly and not within the means of the County. This option is, therefore, not considered feasible.

EXISTING ENVIRONMENT

Natural Resources

The predominant geographic features of the project area include wooded uplands of the Oregon Coast Range drained by the Nehalem River. The area is located within the Tillamook Burn, an extensive fire in 1933 which devastated this timbered area in northwest Oregon. The vegetation is currently undergoing seral regrowth toward the climax, mature Douglas Fir community that existed before the fire.

The overstory vegetation presently includes large stands of red alder with intermixed big leaf maple, immature Douglas Fir, various oaks, hemlock, spruce, and cedar. California hazel, red elderberry, trailing blackberry, native ferns, grasses, and forbs constitute most of the understory and ground cover.

The land contours are relatively steep near the project area, especially in the numerous creek drainages which lie to the east and feed into the Nehalem River. On the west bank, slopes are much gentler and a pronounced valley floor extends west from the river for a variable distance up to several hundred yards. It is along this relatively flat valley floor that the existing Nehalem River Road and Southern Pacific Transportation Company railroad have been constructed in the project area. The Nehalem River meanders considerably along its flood plain, which becomes progressively more narrow and confined upstream from the project area.

Precipitation in the project area averages 120 inches of rainfall per year, therefore, average annual flow of the river is approximately 2,662,000 acre feet of water. The Nehalem River is about 119 miles long and the timbered watershed of the river extends upstream from the project area for over 100 miles. The greatest flood of record, in 1972, resulted in a flood flow of 16,000 cfs. This was contained within the banks of the river in the project area and no erosion or channel change occurred in the project area; considerable erosion did occur several miles downstream along the flatter valley floor.

The clean, turbulent waters of the Nehalem makes it an excellent cold water fishery supporting large populations of anadromous and other cold water fish, including fall chinook, coho, and chum salmon, and winter steelhead and cut-throat trout. These migratory species are found in the main river throughout the year moving downstream to the bay and ocean and upstream to spawning sites located well upriver and up the smaller tributaries of the Nehalem. The river in the immediate vicinity of the project is used as a migration route and as a rearing site for the young fish. The main recreational fishing season on this section of river is from June through November.

Animals found in the area include beaver, river otter, mink, weasels, foxes, raccoons, skunks, coyote, deer, elk, black bear, bobcat, squirrels, chipmunks, opossum, rabbits, many small rodents, quail, grouse, pigeons, several species of hawks and owls, turkey vultures, several species of ducks, woodpeckers, swallows, ravens, blackbirds, cowbirds, and many other birds and songbirds. There are many and various species of amphibians, reptiles, and invertebrates.

There are no threatened or endangered species in or near the project area; some scattered, inactive bald eagle nests have been found in this region of northwest Oregon. The Oregon Department of Fish and Wildlife indicates that this proposal should have no effect on any known threatened or endangered species.

Soils in the project area are derived from the underlying submarine basalts known as the Tillamook Volcanics. Pockets of clay, humus, and ash from the 1933 fire constitute the topsoil in the upland areas. The valley floor is covered with alluvial deposits of sand, silt, silt-loams, and gravels. Some very limited and variable pockets of soil in the project area are considered Class 2 and 3 farmlands by the Soil Conservation District; however, these are considered marginal farm units. In the riverbed near the existing bridge, the underlying basaltic rock is exposed.

Social/Economic Resources

The primary economic activities near the project area are the timber-logging and processing industries and some small agricultural operations. As indicated earlier, the existing bridge, with a 15-ton load limit, restricts log trucks and heavy fire fighting vehicles access from the western Tillamook County area. This has a detrimental effect on the county's logging and timber processing industry. The Oregon Department of Forestry, the major landowner in the area, estimates that second-growth timber (after the Tillamook Burn) is now maturing and that older growth timber units are available and should provide a sustained harvest in the future. The area is presently being logged by companies operating from Clatsop County with resulting economic loss to the Tillamook County processing industry.

Several small to medium farms are scattered along the river valley primarily downstream from the existing bridge. The major crops grown are forage and pasture crops to support dairy herds. Farm operations would not be substantially affected by the proposed action or by the condition of the existing bridge.

There are also a few scattered homesites along the river with access to the Nehalem River Road. Services to these residents are provided in the towns of Mohler, Wheeler, Nehalem, and Tillamook. The County indicates that mail and school bus service may be extended beyond the existing bridge crossing in the near future.

Some recreationists, mostly fishermen and driftboaters, use the Nehalem River Road during the summer and fall seasons. Campers and off-the-road vehicle users frequent the surrounding state forests and a few county parks along the road. However, recreational use is limited as indicated by the ADT of 60 vehicles per day. Most of the recreational public stay on the lower river near the Nehalem Bay area.

The proposed action should not noticeably affect the area land use, land values, or tax base. The project conforms to the comprehensive plan for Tillamook County.

IMPACTS AND MITIGATIVE MEASURES

River Ecology

None of the build alternatives would have a significant negative effect on the Nehalem River. Since the piers for a new bridge would approximate the existing bridge-pier arrangement which spans the river's low-water channel, and since the existing bridge would be removed when a new bridge is completed, no net loss of river bottom habitat would occur. Neither would there be a change of river bottom gradient. No fill material would be placed in the live water channels of the river or of Lost Creek.

Temporary construction disturbances due to in-stream construction work can be expected with all build alternatives. This would result in a temporary increase in turbidity downstream from the project area which would correspondingly lower dissolved oxygen (D.O.) concentrations in the river downstream. The bottom sediments are not organic and the D.O. depression should not be significant. The increased turbidity and depression of D.O. would be minimal with all alternatives since construction of the piers would occur on a solid rock stream bed. Some minor blasting may be required for the removal of the existing bridge piers. The Oregon Department of Fish and Wildlife indicates that these construction effects would be minimized if in-stream construction activities were confined to the period between June 15 and September 15.

Alternative 1 would have converted about 5 acres of upland/riparian habitat to road use by the widening of the forest access road on the east bank (A total of 12 acres including the existing forest access road would have been purchased from the Department of Forestry). This type of habitat is plentiful along the river and the use of this small amount for road use is not considered a significant loss in available habitat, especially since all of the widening would have occurred on the side of the road away from the river.

The Oregon Department of Fish and Wildlife also indicated concern that the excavation associated with the improvement of the forest access road on the steep east bank with Alternative 1 may have caused soil and rock to fall into the river. Similarly, any sliding or sloughing material after the cuts were made could have also eventually fallen into the river causing substantial impacts. The Department of Fish and Wildlife required that, if Alternative 1 were built, no material would be allowed to fall into the river either during or after construction and that excavated or sloughed material must have been properly disposed of and stabilized against erosion before the beginning of the fall wet season.

These provisions would have been included as special provisions for this project to be implemented by the County or contractor work forces. The construction of the chosen alternative will be closely coordinated with the Oregon Department of Fish and Wildlife to minimize the disruptive effects on fish and wildlife resources in the area.

Fill and Excess Material

Alternative 1 would have required the removal of over 50,000 cubic yards (cu. yds.) of rock/clay material from the steep east riverbank in order to build the .6 mile section of new alignment. A large part (about 40,000 cu. yds.) of this material could have been used for the new bridge approach sections which would be elevated 10 to 15 feet above existing ground levels. Access to the forest access road would have been reestablished. The remainder of the cut material would have been disposed of on an adequate disposal site on nearby state forest land; on such a site, the fill would have been contoured, revegetated, and erosion controls implemented to insure that the site was permanently stablized.

Alternative 2 will require the removal of about 3,000 cu. yds. of rock and soil from the wooded hillside bordering the existing west approach to the bridge. This cut material can be used on the new west bridge approach to realign the substandard curve on this approach and/or construct the railroad overpass. The cut material should approximately balance the fill need.

Alternative 3 would not have required any cut sections. Overpassing the railroad and realigning the west approach curve would have required about 3,000 cu. yds. of material which would have to be obtained from nearby sources. Such a small amount of fill would have been readily available from private operators near the area.

Available rock material sources for the bridge and roadway construction include several commercial and state-or county-owned quarries near the project area.

Geologic Hazard

The large cut sections associated with Alternative 1 and the small cut of Alternative 2 may cause some rock and soil to slough off the top of the cuts. No soil or rock slides are anticipated from these cut sections. Any sloughed material would be removed by County maintenance forces to a proper disposal site. None of this material would be disposed of near the river or its tributary flood plains.

Traffic Change/Disruption

Alternative 1 would have had minor effects on traffic since the new bridge and road would have been constructed while most traffic remains on the existing facilities. Continuance of traffic on the existing forest access road would have required substantial traffic control and stage-construction. The new alignment of Alternative 1 would have provided a lower quality geometric alignment for traffic than the existing section of Nehalem River Road which has relatively few and gentle horizontal and vertical curves.

Alternative 2 will cause moderate traffic disturbance during construction since this alternative will entail reconstructing the east and west approaches to the existing bridge to access a new bridge slightly upstream. Traffic disruption will be minimal with the use of signing and flagmen near the construction site.

Alternative 3 would have removed and replaced the existing bridge at the existing site. All traffic would have been detoured about 50 miles to the Sunset Highway causing relatively severe traffic disruption during the 3-5 month construction period. The low traffic volumes on this road was considered in assessing this effect.

Agricultural Land

As discussed earlier, Alternative 1 would have required the acquisition of about 12 acres of state forest land on the west river bank for the bridge approach and east bank for the bridge approach and new road alignment. Alternative 1 would have also required the acquisition of about 2.5 acres of privately-owned pastureland from one owner to construct the east bank approach to the new bridge. This pastureland is on the NW corner of a 10-acre pasture lot along the east bank of the river. The pastureland is part of a 313 acre, privately-owned parcel of farm and timber land.

Soils in this location are classified by the Tillamook District Soil Conservationist as Class II or III colluvial silt-loams with some gravel pockets. This type of soil is termed "Meda" and is generally considered variable in depth and consistency. The small plot of pastureland on the east riverbank is farmable but its use for the new bridge approach is not considered a significant loss of agricultural lands by the Soil Consevation District.

Along the river and in the project area, there are small tracts and pockets of prime (Class I or II) agricultural land according to the U.S. Soil Conservation Service classification system. These small areas are not contiguous and the soils are not consistent in depth or quality. Because of these limitations, these lands are considered marginal farm units by the District Soil Conservationist and the significance normally associated with the conversion of this type of land to different use is not thought to apply in this situation.

Flood Hazard

Since all the build alternatives would replace the existing bridge with roughly the same bridge-pier volume and clearances, no net changes of river cross section or hydraulic characteristics are anticipated. Likewise, the proposed structure across Lost Creek with Alternative 1 would have been designed to accommodate equal or greater flood flow than the existing structure.

Recreation Resources

The Nehalem River near the project area is an excellent fishing area and is also used by driftboaters and campers.

Construction of any of the alternatives would cause some disturbance to recreationists during the construction period. This would be a minor disturbance and largely confined to the bridge construction site and slightly downstream.

Historic Resources

Coordination with the State Historic Preservation Office indicates that the proposed action would have no effect on any known site of historic, archeological, or cultural significance (See Appendix I). There are no sites in the project area listed or eligible for the National Register or Statewide Inventory of Historic Sites and Places. Now that an alternative has been selected for construction, a detailed investigation and survey of the area will be conducted by the University of Oregon Museum of Natural History to determine if there are any undiscovered archeological or paleontological sites of significance since the area was inhabitated by the Nehalem Indian tribes before the arrival of settlers. Any such find would be salvaged or protected to insure proper recovery and study in coordination with the State Historic Preservation Office. Standard Specification 105.13 - Preservation of Historic

Object is a part of all highway construction contracts and assures protection and preservation of artifacts found during construction.

Air Quality

Ambient air quality in the project area and the Nehalem region is considered excellent because of few pollutant sources and unstable atmospheric conditions. Existing and predicted traffic volumes are well below those for which an indirect source permit would be required. A new bridge would allow an increase in vehicle operating speed and, therefore, should improve air quality in the area.

Construction of Alternative 1 of this proposal would have involved considerable earthwork and road grading. This would have resulted in a temporary increase in particulates (dust) during construction; dust would have been minimized, however, by frequent sprinkling of dusty areas during the construction period.

Noise

The existing noise environment near the project area is very good with an L_{10} noise level of about 55 dBA within 50 feet of the existing road. The replacement of the existing bridge would not significantly change traffic volumes or distribution relative to any noise sensitive receptors; no noise sensitive receptors are located near the project area. The proposed action would result in only a minor degradation of this excellent noise environment because of the slight increase in heavy-duty trucks which again will be able to use the lower Nehalem River Road.

Construction noise will produce relatively high noise levels during the construction period; however, since there are no noise-sensitive receptors near the project area, construction of any of the alternatives should not constitute a significant negative impact. The noise analysis on this project will continue through the design stage.

SUMMARY OF IMPACTS TABLE

Build Alternatives

Features	Alternative 1	Alternative 2 & (2A)	Alternative 3 & (Option)
River Ecology	Construction Disturbance	Construction Disturbance	Construction Disturbance
Geologic Hazard	Potential Sloughing Rock/ Soil into River	Minor	None
Fill/Excess Material	50,000 c.y. Removed 10,000 c.y. Excess	3,000 c.y. Removed No Excess	3,000 c.y. Removed No Excess
Traffic Alteration	Moderate Traffic Control	Moderate Traffic Control	Substantial Detours
R.R. Crossing	None	1 or (None)	1 or (None)
Agricultural Land	2.5 acres pastureland 5 acres timbered upland	None	None
Flood Hazard	No Change	No Change	No Change
Recreational Resources	Construction Desturbance	Construction Disturbance	Construction Disturbance
Historic Resources	None	None	None
Air Quality	Slight Improvement	Slight Improvement	Slight Improvement
Noise	Slight Degradation	Slight Degradation	Slight Degradation
Project Cost	$ 653,000*	$ 400,000* (440,000)*	$ 542,000* (582,000)*
	$1,100,000	$ 400,000 (700,000)	-- --

*Estimates made prior to Public Hearing [Right-of-way costs not included]. Second estimates made subsequent to Public Hearing [Right-of-way costs not included] based on study by OBEC Consulting Engineers.

BASIS FOR NEGATIVE DECLARATION

This project is not expected to precipitate significant alterations in land use, planned growth, development patterns, traffic volumes or patterns, transportation services, or manmade resources. The project has no 4(f) involvements. The project would not divide or disrupt any established community, or cause a significant increase in traffic congestion. It is considered consistent with laws and regulations relating to the environment and would not have significant adverse impacts on air quality or ambient noise levels. It is the conclusion of Tillamook County and the Oregon Department of Transportation that this project constitutes a major action as defined in the Federal Aid Highway Program Manual, Volume 7, Chapter 7, Section 2, and that implementing the proposed action would not have a significant impact upon the quality of the human environment of a magnitude to require the processing of an environmental impact statement.

Concurred in by:

Ed Hunter — 6-1-78

Technical Services Engineer — Date

V. V. — 6/15/78

for FHWA Division Administrator — Date

APPENDIX I

APPENDIX I

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

October 4, 1977

Pieter Dykman, Research Coordinator
Environmental Section
412 Transportation Building
Salem, Oregon 97310

RE: Nehalem River (CCC) Bridge
Nehalem River Road
Tillamook County

Dear Mr. Dykman:

This letter is in response to the cultural resources survey carried out to assess impact of the above mentioned project on historic and archeological sites. After a careful review of your proposal, we can offer the following information.

We feel that no historical resources of National Register listing or potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with as far as historical resources are concerned.

Because this is a sensitive area for archeological resources, a reconnaissance survey may be necessary in order to determine potential archeological sites. As required by law, the State Historic Preservation Office can then officially comment on the results of the survey and recommended salvage or other mitigation procedures.

Thank you for this opportunity to comment.

Sincerely,

David G Talbot

David G. Talbot
State Historic Preservation Officer

MB:cjh

APPENDIX II

CCC BRIDGE HEARING
JANUARY 19, 1978

MY NAME IS CHAS. D. BAILEY, CHAIRMAN OF THE COMMISSIONERS FOR TILLAMOOK COUNTY. IT IS 7:30 P.M. AND WE ARE GOING TO HAVE A FORMAL HEARING TO RECEIVE IMPUT FROM THE PEOPLE IN THIS COMMUNITY ON THE CCC BRIDGE THAT WE PLAN TO CONSTRUCT.

PHIL STEARNS FROM THE FEDERAL HIGHWAY DEPARTMENT HAS BEEN GIVING US A LOT OF GUIDANCE AND I WOULD LIKE TO HAVE HIM STAND AND BE RECOGNIZED, FROM THE OREGON STATE HIGHWAY DIVISION - FEDERAL AID ENGINEER.

WE ALSO HAVE BUTCH PARKER, AN ASSISTANT TO PHIL. ALSO PRESENT ARE BILL WORCHESTER, OREGON BRIDGE; EDDIE WELSCH, DEPT. OF TRANSPORTATION; BILL KAPUS, FEDERAL HIGHWAY; LEW PIERCE, OREGON BRIDGE. I WOULD LIKE TO HAVE THE LADY WHO JUST CAME IN, STAND AND TELL HER NAME - MRS. EFFINGER. OTHERS PRESENT ARE JIM RICHARDS, RAY BAGGARLEY, JESS TIBBETTS, SKIP URREY, BOB MILES, BURT KLEINHAM (RAILROAD DEPT.), SAM SEEBLE AND MR. SCOVELL.

I WILL GIVE YOU A LITTLE BACKGROUND WHICH I AM GOING TO READ.

THE HISTORY OF THE PROJECT

THE EXISTING BRIDGE WAS CONSTRUCTED IN 1937. IT HAS A TREATED TIMBER TRUSS FRAME AND A PAVED TIMBER DECK ON TWO CONCRETE PIERS WITH A STEEL APPROACH SPAN ON THE WEST AND A TIMBER APPROACH SPAN ON THE EAST. THE LENGTH OF THE BRIDGE IS 168 FEET, HORIZONTAL CLEARANCE FOR A VEHICLE IS 17.9 FEET. A ONE LANE BRIDGE WITH VERTICAL CLEARANCE OF 15 FEET. BECAUSE OF THE DETERIORATION OF THE TIMBER DECK AND TRUSS, THE BRIDGE HAS BEEN LIMITED TO LOADS OF 15 TONS OR LESS, WHICH EXCLUDES LOG TRUCKS AND MANY TYPES OF FIRE FIGHTING VEHICLES. THE ANTICIPATED LIFE OF THE BRIDGE IS ABOUT 5 YEARS. THE NEHALEM RIVER ROAD GENERALLY PARALLELS THE RIVER AS IT COURSES TO THE EAST AND NORTH OF TILLAMOOK COUNTY FROM THE TOWN OF MOHLER AT RIVER MILE 6.0 IN THE TOWN OF ELSIE, CLATSOP COUNTY NEAR RIVER MILE 35, FROM THE SALMONBERRY RIVER, CROSSING RIVER MILE 22 TO THE CLATSOP COUNTY LINE. THE ROAD IS A GRAVEL SURFACE, SINGLE LANE FACILITY. AT ELSIE THIS ROAD INTERSECTS WITH SUNSET HIGHWAY OREGON 26, A MAJOR EAST/WEST ARTERIAL. THE NEHALEM RIVER ROAD SERVES TO ACCESS THE PREDOMINANT STATE FOREST LANDS IN THE AREA. LOG TRUCKS, STATE FORESTRY PERSONNEL, RECREATIONISTS AND A FEW LOCAL RESIDENTS ARE THE PRIMARY USERS OF THE ROAD. THE DETERIORATING BRIDGE EXCLUDES LOG TRUCKS FROM BRINGING LOGS DOWN INTO TILLAMOOK COUNTY FOR PROCESSING. INSTEAD LOGS ARE TAKEN NORTH AND EAST INTO CLATSOP COUNTY WITH RESULTING FINANCIAL LOSS TO TILLAMOOK COUNTY TIMBER INDUSTRY.

FIRE FIGHTING EQUIPMENT IS ALSO SOMEWHAT RESTRICTED IN THAT EQUIPMENT MUST BE STATIONED ON BOTH SIDES OF THE BRIDGE TO ANSWER ANY FIRE ALERTS. BOTH OF THESE PROBLEMS WOULD BE ELIMINATED BY REPLACEMENT OF THE BRIDGE. THE EXISTING 1976 AVERAGE DAILY TRAFFIC VOLUME (ADT) ON THIS SECTION OF ROAD IS ABOUT 70 VEHICLES PER DAY. TRUCKS OVER 15 TONS DO NOT USE THIS SECTION BECAUSE OF THE BRIDGE LOAD LIMIT AND MUST DETOUR TO THE NORTHEAST. PROJECTED 1996 AVERAGE DAILY TRAFFIC IS NOT EXPECTED TO INCREASE SUBSTANTIALLY OVER CURRENT AVERAGE DAILY TRAFFIC. THE EXISTING SECTION OF NEHALEM RIVER ROAD IN THE PROJECT AREA HAS TWO 10 OR 11 FOOT LANES WITH VARIABLE

WIDTH GRAVEL SHOULDERS. THE GEOMETRIC ALIGNMENT IS GOOD COMPARED TO OTHER SECTIONS OF THE ROAD. THIS SECTION FROM MILE POST 5.8 TO 6.8 HAS 6 HORIZONTAL AND 5 VERTICAL CURVES, ALL VERY MODERATE EXCEPT ONE HOIZONTAL CURVE WHICH MAKES AN 80 DEGREE ANGLE APPROACHING THE EXISTING BRIDGE AND RAILROAD CROSSING ON THE WEST RIVER BANK. HOWEVER, THE SITE DISTANCE AT THE CURVE IS GOOD. ALL THREE BUILDING ALTERNATIVES OF THIS PROPOSAL INCLUDE SOME PROVISIONS FOR IMPROVING OR ELIMINATING THIS CURVE.

THE TILLAMOOK BRANCH OF THE SOUTHERN PACIFIC TRANSPORTATION COMPANY RAILROAD ALSO FOLLOWS THE WEST BANK OF THE NEHALEM FROM OVER UPSTREAM TO THE SALMONBERRY RIVER. ALONG SECTIONS OF THE NEHALEM RIVER VALLEY THE RAILROAD AND ROAD PASS CLOSE TO EACH OTHER AND CROSS SEVERAL TIMES ON THE WEST BANK VALLEY FLOOR. THERE ARE FIVE AT GRADE RAILROAD CROSSINGS BETWEEN MOHLER AND THE EXISTING BRIDGE SITE. TWO OF THESE FIVE CROSSINGS OCCUR WITHIN THE PROJECT AREA. ONE CROSSING IS ON THE WEST APPROACH TO THE EXISTING BRIDGE. MOST OF THESE RAILROAD CROSSINGS HAVE LIMITED SITE DISTANCE AND ONLY ONE, NEAR MOHLER, HAS AUTOMATIC WARNING DEVICE. AT PRESENT, THERE ARE ONLY TWO TRAINS PER DAY. ONE IN EACH DIRECTION AND THESE ARE RELATIVELY SLOW MOVING, 25 MPH. ALTHOUGH THERE IS NO RECORD OF ACCIDENT ON THE TWO CROSSINGS IN THE PROJECT AREA, IT WOULD BE WELL TO MODIFY OR ELIMINATE THE POTENTIAL HAZARD OF THESE CROSSINGS, IF POSSIBLE IN THIS PROPOSAL. ALL THREE BUILD ALTERNATIVES INCLUDE SOME PROVISION FOR REDUCING THE CONFLICT BETWEEN THE RAILROAD AND HIGHWAY. THE BRIDGE REPLACEMEMT PROPOSAL HAS THE SUPPORT OF TILLAMOOK COUNTY, CLATSOP-TILLAMOOK INTERGOVERNMENTAL COUNCIL AND THE LOCAL PUBLIC, THE OREGON DEPARTMENT OF FORESTRY, THE MAJOR LAND OWNER IN THIS AREA. IN FAVOR OF THE PROPOSED REPLACEMENT, PARTICULARLY ALTERNATIVE ONE, WHICH WOULD MARKEDLY IMPROVE THE ACCESS TO THE TIMBERED WATER SHED OF SEVERAL CREEKS IN THE PROJECT AREA. ALL THREE BUILD ALTERNATIVES WOULD BENEFIT THE LOGGING INDUSTRY AND ECONOMY OF TILLAMOOK COUNTY SINCE LOG TRUCKS AND FIRE FIGHTING EQUIPMENT WOULD AGAIN BE ABLE TO USE THE LOWER NEHALEM ROAD AND HAVE IMPROVED ACCESS TO THE FOREST LANDS VIA THE NEW BRIDGE. I JUST SAW SHANG KNIGHT COME IN, SHANG WOULD YOU STAND AND BE RECOGNIZED. WHAT HAPPENED TO THE LOCAL TELEPHONE MAN THAT WAS HERE BEFORE? LEE DILLARD WAS HERE. I AM GOING TO TURN THE NEXT PORTION OVER TO RAY BAGGARLEY WHO WILL TALK SOME ABOUT THE ALTERNATIVES TO THE PROJECT.

SKIP: IF I MIGHT MAKE A SUGGESTION THAT YOU INFORM THE PEOPLE THAT THEY CAN FOLLOW WHAT IS BEING DISCUSSED BY READING THE SHEETS THAT WERE HANDED OUT. RIGHT NOW WE ARE ON PAGE 5, ALTERNATIVES CONSIDERED.

RAY BAGGARLEY

I WILL JUST GIVE YOU A BRIEF DESCRIPTION OF THE VARIOUS ALTERNATIVES. THEY ARE ALL LISTED IN THIS NEGATIVE DECLARATION THAT WE HAVE COPIES OF. SKIP HAS SOME OVER THERE.

ALTERNATIVE ONE: IS REPLACING THE BRIDGE 8/10 OF A MILE DOWNSTREAM FROM THE EXISTING BRIDGE NEAR THE LOST CREEK AREA. THAT PARTICULAR CONFIGURATION WOULD REDUCE THE NUMBER OF RAILROAD CROSSINGS BY TWO. ONE NEAR THE LOST CREEK AREA AND ONE RIGHT AT THE EXISTING BRIDGE. THE BRIDGE WOULD CROSS THE RIVER JUST BEFORE THIS EXISTING RAILROAD CROSSING ONTO THIS PROPERTY HERE, TURN AND GO ACROSS THE SECOND BRIDGE ACROSS LOST CREEK, AND THEN CONNECT WITH THE EXISITNG FOREST SERVICE ROAD WHICH WOULD HAVE TO BE MODIFIED TO MEET THE COUNTY STANDARDS FOR ROADS BECAUSE IT IS A PRETTY LOW GRADE ROAD THERE AT THE MOMENT. THE ROAD RUNS ALONG A RELATIVELY HIGH CLIFF WITH A STEEP DROP RIGHT INTO THE RIVER AS IT LEAVES LOST CREEK AND THEN THE TERRAIN FLATTENS

OUT SLIGHTLY AS YOU GO NORTH. THERE IS ANOTHER AREA RIGHT WHERE IT INTERSECTS THE EXISTING ROAD. THERE IS A HIGH ROCK POINT WHICH WOULD HAVE TO BE MODIFIED TO GET A REASONABLE ALIGNMENT AROUND THAT TURN.

ALTERNATIVE TWO: MOVING THE BRIDGE ABOUT 100 FEET NORTH OF THE EXISTING BRIDGE. THE FIRST ALTERNATIVE TWO WOULD BE AT GRADE CROSSING. YOU COME IN ON THE EXISTING ROAD, CROSS THE RAILROAD TRACKS AT GRADE, CROSS THE RIVER AND CONNECT WITH THE EXISTING ROAD GOING UPRIVER. THAT ALTERNATIVE WOULD LEAVE THE TWO AT GRADE RAILROAD CROSSINGS. NOW ANOTHER ALTERNATIVE THAT IS SIMILAR, WHICH YOU MIGHT CLASS AS ALTERNATIVE 2A, WOULD BE TO RAISE THAT STRUCTURE HIGH ENOUGH SO YOU CAN CROSS THE RAILROAD TRACK AT THE SAME TIME SO YOU WOULD NOT HAVE AN AT GRADE CROSSING. THIS PROBABLY WOULD MEAN THAT YOU WOULD HAVE TO MOVE THE ROAD INTO THE HILLSIDE SLIGHTLY. THERE IS A RATHER STEEP HILL THERE THAT IS MOSTLY ROCK SO YOU WOULD MOVE THE ROAD OVER INTO THAT HILL AND RAISE IT UP. THERE IS A VERTICAL CURVE DOWN THE ROAD SOME DISTANCE BUT YOU COULD PROBABLY STAY AT THAT SAME ELEVATION, COME ACROSS THE TRACK, CROSS THE RIVER AND THERE IS ANOTHER VERTICAL CURVE ON THE OTHER SIDE OF THE RIVER SO THAT PORTION OF THE ROAD WOULD ALSO HAVE TO BE RAISED.

ALTERNATIVE THREE: BUILD THE BRIDGE IN ITS EXISTING LOCATION.

ALTERNATIVE FOUR: WOULD BE TO BUILD NO BRIDGE AT ALL. AS FAR AS I AM CONCERNED, THAT IS NO ALTERNATIVE AT ALL. IT IS AN ALTERNATIVE THOUGH.

ALTERNATIVE ONE: NOW ACCORDING TO THIS NEGATIVE DECLARATION, ALTERNATIVE ONE WOULD COST $653,000.00 NOT INCLUDING THE RIGHT-OF-WAY COSTS. THAT IS THE BRIDGE, THE TWO BRIDGES (THE ONE ACROSS NEHALEM AND THE ONE ACROSS THE LOST CREEK) AND THE BUILDING OF THE ROAD. THEY SAY THAT WE WOULD HAVE TO MOVE 50,000 YARDS OF EARTH CONSTRUCTING THAT PORTION OF THE ROAD.

ALTERNATIVE TWO: WHICH IS THE ONE AT GRADE JUST 100 FEET NORTH OF THE EXISTING BRIDGE. THE FIRST BRIDGE DOWN THERE WAS 310 FEET. NOW THEY SAY THE ALTERNATIVE TWO BRIDGE WOULD BE 230 FEET, THAT IS WITH THE AT GRADE CROSSING AND YOU WOULD HAVE TO HANDLE ABOUT 3,000 YARDS AND THE BRIDGE WOULD BE 230 FEET.

ALTERNATIVE TWOA: WHICH IS RAISING THE BRIDGE OVER THE TRACKS AN ADDITIONAL 40 FEET. TWO (I SHOULD HAVE SAID WAS $400,000.00) AND 2A THEY SAY, OVER THE TRACKS IS $440,000.00. NOW I PERSONALLY FIND THAT A LITTLE DIFFICULT TO BELIEVE, RAISING THE LEVEL OF THE BRIDGE UP SOME DISTANCE OF 12 FEET FROM THE EXISTING BRIDGE AND THEY SAY IT IS 40 FEET LONGER AND I HAVE A FEELING THAT THE EXTRA $40,000.00 IS A LITTLE SHORT.

ALTERNATIVE THREE: IS BUILDING AT THE EXISTING BRIDGE SITE. THAT WOULD COST $582,000.00. NOW LET US GO OVER THOSE AGAIN RAPIDLY.

ALTERNATIVE ONE:	$653,000.00
ALTERNATIVE TWO:	$400,000.00
ALTERNATIVE TWO A:	$440,000.00
ALTERNATIVE THREE:	$582,000.00

ALTERNATIVE THREE OF COURSE WOULD TIE UP TRAFFIC, YOU WOULDN'T HAVE A DETOUR AND YOU WOULD TEAR OUT THE BRIDGE SO YOU WOULDN'T HAVE ANY WAY OF GETTING ACROSS THE RIVER HERE, SO IT WOULD OF COURSE CLOSE THE ROAD FOR SOME TIME. NOW WITH THE OTHER ALTERNATIVES, THE BRIDGE WOULD REMAIN OPEN UNTIL IT WAS FINISHED, THEN YOU WOULD TEAR DOWN THE OLD BRIDGE. THAT IS ABOUT ALL I HAVE TO SAY.

SHANG KNIGHT: YOU MIGHT MENTION ON THAT FIRST ALTERNATIVE THAT PRACTICALLY ALL THE DIRT THAT WOULD HAVE TO BE MOVED WOULD HAVE TO BE END HAULED AND COULD NOT BE SIDE CAST.

RAY: YES, BECAUSE YOU ARE RIGHT ABOVE THE RIVER ALL ALONG THERE AND YOU WOULD HAVE TO BE EXTREMELY CAREFUL TO KEEP ROCKS AND DEBRIS FROM FALLING IN THE RIVER. EVEN BUILDING THE ROAD YOU WOULD HAVE TO BE CAREFUL BECAUSE IT IS VERY STEEP AND RIGHT NOW THAT ROAD IS RIGHT ON THE EDGE. JESS WAS SAYING THAT IN ONE CASE IT SLID AWAY RIGHT NEXT TO THE ROAD JUST A COUPLE OF DAYS AGO RIGHT DOWN TO THE RIVER, SO WE PROBABLY WOULD HAVE A LITTLE TROUBLE BUILDING THAT ROAD IN THAT SENSE. BUT IT IS OF COURSE NOT IMPOSSIBLE.

BUD BAILEY: JIM RICHARDS HAS A FEW WORDS TO SAY ABOUT RIGHT-OF-WAYS, BUT BEFORE HE BEGINS, I WOULD LIKE TO REMIND YOU THAT IF ANYONE WISHES TO SPEAK THEY SHOULD COME FORTH AND INTRODUCE THEMSELVES, SO THAT WE CAN GET A GOOD POSITIVE TAPE FOR THE RECORDS, PLEASE.

JIM RICHARDS: IN TALKING ABOUT RIGHT-OF-WAY, THE ONLY ALTERNATIVE THAT REQUIRES THE ACQUISITION OF RIGHT-OF-WAY BY TILLAMOOK COUNTY WOULD BE ALTERNATIVE ONE AND THAT WOULD BE LAND AREA IN HERE PRESENTLY OWNED BY BILL EFFINGER. NOW, ASSUMING ALTERNATIVE ONE FOR THE MOMENT, IF WE WERE TO BUY THAT LAND WE WILL BE REQUIRED TO DO SO ACCORDING TO LAW. A VERY SPECIFIC SET OF LAWS PUT FORTH BY THE FEDERAL GOVERNMENT WHENEVER THERE IS ANY FEDERAL MONEY INVOLVED IN A HIGHWAY PROJECT AND RATHER THAN READ THE THING, I MIGHT TRY TO SUMMARIZE IT. IF YOU HAVE QUESTIONS, YOU MAY WANT TO ASK THEM AFTER I AM THROUGH.

WE WOULD BE REQUIRED BY LAW TO HIRE A FEE APPRAISER TO GO OUT AND LOOK AT THE LAND AND GIVE US A FAIR MARKET VALUE APPRAISAL. NOT A COUNTY APPRAISAL FOR TAX PURPOSES, BUT A FAIR MARKET APPRAISAL. PRECEDING THAT WE WOULD OF COURSE LOOK FOR A LINE SURVEY. WE DON'T CARE ABOUT GRADES IN THIS INSTANCE BUT PARTICULARLY LINES AND WE ARE ALSO REQUIRED BY LAW NOT TO ISOLATE ANY NON-ECONOMICAL SMALL PARCEL OF GROUND. SO IF THERE WERE A SMALL PARCEL OVER ON THIS SIDE OF BILL'S LAND THAT WAS NO LONGER ECONOMICAL TO MAINTAIN WE WOULD BE REQUIRED TO BUY THAT TOO. WE ARE LOOKING AT ABOUT 2½ ACRES (2 to 2½ ACRES, I SUSPECT) ON THE EFFINGER PROPERTY AND APPROXIMATELY 12 ACRES ASSUMING AGAIN A 60 FOOT RIGHT-OF-WAY ALL THE WAY DOWN TO THE OLD ROAD WHERE IT EXISTS NOW FROM STATE FORESTRY. THAT PROBABLY WON'T BE A PROBLEM. THAT PROBABLY COULD BE NEGOTIATED FOR WHO KNOWS WHAT PRICE, BUT PROBABLY BY A TELEPHONE CALL AND A FOLLOW UP LETTER. THERE IS NO PROVISION IN LAW THAT WOULD FORBID THAT. WITH THE EFFINGER'S HOWEVER, THERE IS A VERY STRICT CRITERIA WE WOULD HAVE TO FOLLOW. NOW THE LAW STATES THAT WE COULD FORWARD TO THEM A TRUE MARKET VALUE. MY POLICY HAS BEEN, SINCE TAKING OVER RIGHT-OF-WAY, TO FORWARD THE ENTIRE APPRAISER'S REPORT. WITHIN THE BODY OF THE APPRAISER'S REPORT, WE LOOK AT THE LAND VALUE, A TRUE MARKET VALUE

JIM RICHARDS: AND DAMAGES TO THE PARCEL SEPARATELY. THEY ARE SET FORTH SEPARATELY IN THE SUMMARY TOTAL IN THE END. WE WOULD THEN OF COURSE NEGOTIATE WITH THE EFFINGER'S AS TO WHETHER THEY REFUSE TO ACCEPT THAT VALUE OR NOT. IN THE EVENT IT CAME DOWN TO HAVING TO GO TO COURT WE WOULD BE REQUIRED TO POST WITH THE COURT THE FULL VALUE OF THE APPRAISAL, IN CASH, FOR THEIR USE IN DEFENDING THEMSELVES AS FAR AS THE CONDEMNATION SUIT WAS CONCERNED, AND WE WOULD BE REQURIED TO FILE IT. WE COULD NO LONGER DRAG OUR FEET UNTIL THE PROPERTY OWNER GETS SO FRUSTRATED AS TO HAVE TO SUE THE COUNTY FOR INVERSE CONDEMNATION. WE WOULD BE REQUIRED TO PROCEED IMMEDIATELY WHEN THE NEGOTIATIONS BROKE DOWN TO FILE A LAWSUIT TO CONDEMN THE PROPERTY. SO REALLY, BASICALLY THIS 301 ACT HAS MODIFIED THE WHOLE PROCESS OF ACQUIRING PROPERTY BY EMINENT DOMAIN. IT'S TRIED TO MAKE IT SIMPLER. IT'S TRIED TO PUT THE PUBLIC AGENCY IN A POSITION OF EQUITY WITH THE PROPERTY OWNER AND OPENED THE PROCESS WIDE OPEN TO THE FRESH AIR SO THAT THE PROPERTY OWNER HAS AS MUCH ACCESS TO RIGHTS AS THE PUBLIC AGENCY. THERE IS QUITE A LITTLE BIT MORE TO THE ACT. IF ANYBODY IS INTERESTED IN THE DETAILS, I WOULD BE HAPPY TO GO OVER IT WITH YOU BUT BASICALLY THAT IS THE PROCESS WE HAVE USED AND THAT IS THE ONLY ALTERNATIVE WHEREIN WE HAVE TO PURCHASE LAND.

UP HERE AT ALTERNATIVE 2 AND 2A, IT APPEARS WE WOULD NOT, OF COURSE WHERE THE OLD BRIDGE IS, WE WOULD NOT HAVE TO PURCHASE IT'S ALREADY PUBLIC RIGHT-OF-WAY AND THE OTHER ALTERNATIVES ARE NO BUILD SO THAT ELIMINATES THAT. IF THERE ARE ANY QUESTIONS, I WOULD BE HAPPY TO TRY TO ANSWER THEM FOR YOU.

QUESTION: HOW MUCH PROPERTY DOES THE EFFINGER LINE RUN?

ANSWER: THE EFFINGER PROPERTY RUNS BETWEEN 2 AND 2½ ACRES. I HAVE SCALED ABOUT ON THE TILLAMOOK COUNTY MAP, I AM NOT SURE WHETHER IT IS 2 OR 2½ ACRES. I HAVE NOT ORDERED A SURVEY AND I HAVE NOT ORDERED AN APPRAISAL YET.

QUESTION: ON ALTERNATIVE 2 or 2A OR 3. IF WE CROSS THE TRACKS, WOULD THE STRUCTURE HAVE TO COME INTO THE HILL? IS THE HILL OWNED BY THE COUNTY?

ANSWER: THE HILL IS OWNED BY THE STATE OF OREGON - STATE FORESTRY, SO WE WOULD STILL HAVE TO ACQUIRE IT. IT WOULD PROBABLY COST US $1.00. I WOULD HOPE WE COULD NEGOTIATE FOR $1.00 AND COULD COME TO SOME AGREEMENT WITH SOUTHERN PACIFIC TRANSPORTATION. IT APPEARS HERE TO BE AN OVERPASS SITUATION BUT I SUSPECT WE WOULD HAVE NO TROUBLE, BECAUSE I THINK THEY ARE PROBABLY INTERESTED IN ELIMINATING AT GRADE CROSSINGS AS WE ARE.

RAY: THAT IS PROBABLY TRUE.

BURT KLEINHAM: YES, I AM SURE THE COMPANY WOULD COOPERATE.

JIM: RAY, DO YOU HAVE SOME OTHER QUESTIONS? I KNOW I'VE TALKED TO YOU ONCE OR TWICE ABOUT IT BEFORE. NO COMMENT? IS THERE ANYBODY ELSE?

BUD BAILEY: JIM, WE MIGHT AS WELL GO INTO THE AREA OF PUBLIC COMMENT. I THINK WE HAVE REACHED THAT STAGE.

JIM: I THINK WE HAVE ANOTHER QUESTION HERE.

QUESTION: DOES THE PUC PROVIDE SOME MONEY FOR THE ELIMINATION OF GRADE CROSSINGS FOR THEIR SAFETY PROGRAM?

ANSWER: NOT THAT I KNOW OF. NO. PHIL STEARNS MIGHT BE ABLE TO ANSWER THAT, BUT I KNOW OF NONE THAT PUC PROVIDES.

PHIL STEARNS: AT THE PRESENT TIME I DO NOT HAVE AN ANSWER (STILL RESEARCHING).

JIM: I KNOW I HAVE NOT HEARD OF ANY. THERE ARE SOME GRANT FUNDS AVAILABLE FOR CERTAIN SAFETY DEVICES BUT FOR ELIMINATING CROSSINGS, I DON'T BELIEVE SO. I THINK ALL THAT FALLS UNDER THE DEPARTMENT OF TRANSPORTATION.

BUD BAILEY: NOW I AM GOING TO ASK FOR PUBLIC STATEMENTS AND THEN AFTER THAT WE WILL GET BACK TO THE QUESTION AND ANSWER PERIOD.

OKAY BURT. I WOULD LIKE TO HEAR FROM YOU FIRST. HE HAS NO STATEMENT TO MAKE NOW. OKAY, NOW LEW PIERCE.

LEW PIERCE: I AM LEW PIERCE AND I REPRESENT ORBEC (OR OREGON BRIDGE ENGINEERING COMPANY). WE WERE FIRST INVOLVED IN THIS PROJECT IN LATE 1974 AND EARLY 1975. WHAT WAS STILL A COUNTY PROJECT, THERE WERE NO FEDERAL MONIES OR ANY OTHER PARTICIPATION INVOLVED. IT LATER BECAME A FEDERAL AID PROJECT BUT AT THAT TIME WE WERE STUDYING ALTERNATIVE NUMBER ONE ONLY. AND WE DEVELOPED THE COST FOR THE TWO BRIDGES AND THE ROAD WORK TO CONNECT TO THE OLD HIGHWAY AND TO GET THIS PAST LOST CREEK. ALTERNATIVES TWO AND THREE WERE DEVELOPED BY OTHER PEOPLE. I AM NOT SURE WHO IS INVOLVED IN IT. WE HAD SOME COMMENTS LATER. BUT BASICALLY, WE WORKED ON ALTERNATIVE ONE AND WE GAVE AN ESTIMATED COST FOR THAT OF $550,000.00 WHICH DID NOT INCLUDE THE ROAD WORK FROM LOST CREEK UP TO THE OLD BRIDGE SITE. NOW THE MAIN RIVER CROSSINGS FOR ALTERNATIVE TWO AND THREE ARE IN THE RANGE OF $400,000 TO $500,000 AND WE THINK THAT IS ABOUT RIGHT. BUT WE HAVE BEEN INVOLVED IN A NUMBER OF RAILROAD CROSSING STRUCTURES THROUGHOUT THE STATE AND I JUST WANTED TO SAY THAT WE DO THINK THAT THE COSTS OF $40,000 IS NOT NEARLY ENOUGH MONEY TO CROSS THE TRACK AND TO PROVIDE A VERTICAL CLEARANCE THAT WOULD BE REQUIRED WHICH IS IN THE NEIGHBORHOOD OF 22 FEET. WE THINK THAT THE COST TO CROSS THE RIVER OR RATHER TO CROSS THE TRACKS, THAT IS ALTERNATIVE 2 AND 3, WOULD MORE LIKELY BE IN THE NEIGHBORHOOD OF $200,000 OR HIGHER. THAT IS ALL I HAVE TO SAY. THANK YOU.

BUD BAILEY: THANK YOU. MR. SCOVELL, YOU HAVE A SLIP HERE BUT YOU DID NOT CHECK HERE WHETHER YOU WOULD LIKE TO SPEAK OR NOT. WOULD YOU LIKE TO SAY SOMETHING? WELL, THAT CONCLUDES THE PUBLIC STATEMENTS. NOW WE CAN GET BACK INTO ANY QUESTIONS THAT YOU WOULD LIKE TO ASK. IF YOU DO HAVE SOME THAT YOU WANT TO ASK JIM, RAY, SHANG OR ME, I WOULD LIKE TO HAVE YOU COME FORWARD AND STATE YOUR NAME.

SHANG KNIGHT: WHAT I WANT TO KNOW IS, I DID NOT QUITE GET YOUR FIGURE OF THE ADDITIONAL COST OF THE GOING ACROSS THE RAILROAD TRACK AT THE 22 FEET VERTICAL. DID YOU SAY $200,000 MORE?

LEW PIERCE: AT LEAST - $200,000 PLUS.

SHANG KNIGHT: I THOUGHT I UNDERSTOOD IT THAT WAY BUT YOU WERE SO FAR OFF FROM THE $40,000 THAT WE HAD FROM ANOTHER ESTIMATE, I JUST WANTED TO MAKE SURE I HEARD YOU CORRECTLY. THAT WOULD MAKE THAT THEN ABOUT $200,000 AND YOU FIGURE A TOTAL OF THAT WOULD BE $600,000?

LEW PIERCE: ABOUT $600,000 FOR SURE.

BURT KLEINHAM: COMMISSIONER, I GUESS YOU WOULD LIKE TO HAVE A STATEMENT FROM SOUTHERN PACIFIC TRANSPORTATION COMPANY. I AM BURT KLEINHAM, THE OFFICE ENGINEER IN PORTLAND AND WE ARE INDEED INTERESTED IN ELIMINATING GRADE CROSSINGS WHENEVER POSSIBLE BECAUSE OF THE SAFETY HAZARD AND THE ECONOMICS OF THE SITUATION AND WE ARE IN COOPERATION WITH THE PUC COMMISSIONER ON OPERATION LIFESAVER AND SO FORTH LIKE THAT. SO WE WOULD BE HAPPY TO COOPERATE IN HELPING TO NEGOTIATE EASEMENTS FOR BRIDGE PIERS IF YOU WERE TO WORK TOWARDS ALTERNATIVE ONE, I BELIEVE IT IS, THAT ELIMINATES THE TWO CROSSINGS. ANY ANYTHING ELSE, WELL ALTERNATIVE TWO ALSO, THAT IS THE ONE WHERE YOU GO FROM THERE OVER THE RAILROAD OR IS IT 2A? 2A, WHERE YOU GO UP OVER THE RAILROAD. YOU WOULD NEED BRIDGE PIERS ON THE RAILROAD RIGHT-OF-WAY PERHAPS. IF YOU DID WE WOULD BE HAPPY TO WORK WITH YOU TO GET EASEMENTS AS REASONABLE AS POSSIBLE.

BUD BAILEY: FINE, THANK YOU.

RAY: ALTERNATIVE ONE WOULD NOT BE ELIMINATING ANYTHING, THAT ROAD WOULD STILL BE THERE. IN OTHER WORDS, IT WOULD ELIMINATE MOST OF THE TRAFFIC FROM IT BUT PHYSICALLY IT WOULD STILL STAY THERE TO SERVICE THAT AREA.

BURT KLEINHAM: RIGHT, WE ARE AWARE OF THAT BUT THERE IS STILL NEEDED ACCESS UP HERE BUT IT WOULD UNDOUBTEDLY CUT DOWN THE VOLUME OF TRAFFIC AND ANYTHING IN THAT DIRECTION IS A BENEFIT TO THE RAILROAD.

BUD BAILEY: OKAY, THANK YOU. ONE THING THAT I WANT TO ADD TOO, IS THAT WE WILL ACCEPT ANY WRITTEN STATEMENTS FOR TEN DAYS IF YOU THINK OF SOMETHING AFTER YOU GO HOME. IF YOU WOULD LIKE TO WRITE IT TO US, JUST SEND IT TO THE COMMISSIONER'S OFFICE, COURTHOUSE, P. O. BOX 152, TILLAMOOK, ZIP CODE 97141, AND WE WOULD BE HAPPY TO CONSIDER THAT. I AM GOING TO ASK ONE MORE TIME, ARE THERE ANY QUESTIONS OR COMMENTS?

JIM RICHARDS: I HAVE BEEN INVOLVED IN THIS THING APPROXIMATELY A YEAR AND I HAVE HAD A CHANCE TO TALK TO MARIE AND BILL EFFINGER ABOUT TWICE. ONCE I HAD THE CART AHEAD OF THE HORSE BECAUSE I ASKED THEM FOR PERMISSION TO HAVE AN APPRAISAL DONE. BUT I KNOW THAT THESE PEOPLE VALUE THEIR PRIVACY VERY, VERY HIGHLY AND IN MY MIND THAT SHOULD BE AN ECONOMIC CONSIDERATION, WHERE THE HIGHWAY CROSSES THE RIVER. SECONDLY, BECAUSE THEY DO VALUE THEIR PRIVACY HIGHLY AND BECAUSE THE LAND IS EXCEPTIONALLY GOOD RIVER BENCHLAND, NOT ONLY FOR GRAZING BUT FOR PRIVACY OR FOR WHATEVER ELSE PURPOSE YOU PUT IT TO. THE COST OF ACQUISITION WOULD HAVE TO BE SUBTRACTED FROM THE COST OF THE CROSSING ON ALTERNATIVE 2A. NOW I DO NOT KNOW HOW THAT WOULD RUB OUT. I HAVE NO IDEA WHATSOEVER. I CAN NOT PUT A PENCIL ON THAT AND COME UP WITH IT RIGHT AWAY. WE WOULD NOT BE ABLE TO OF COURSE UNTIL WELL INTO THE NEGOTIATIONS WITH MR. & MRS. EFFINGER. BUT I THINK IT IS CONSIDERATION. I THINK IT IS A VERY JUST CONSIDERATION. I THINK PRIVACY IS SOMETHING ALL OF US DOWN HERE CHERISH OR PERHAPS WE WOULD NOT BE HERE. CLEARLY THE COST OF ACQUIRING THAT KIND OF LAND IS NOT

JIM RICHARD (CONTINUED)

GOING TO BE NICKELS AND DIMES. SO I WOULD THROW THAT OUT FOR PUBLIC CONSIDERATION. I THINK THAT THOSE COSTS SHOULD BE CONSIDERED IN EQUITY.

BUD BAILEY: THANK YOU. I WANT TO THANK YOU PEOPLE FOR TAKING THE TIME OUT TO ATTEND THIS MEETING, AND I WILL DECLARE THIS HEARING ADJOURNED.

8978.

COMMISSIONERS
F. E. KNIGHT
CHAS. D. BAILEY
G. J. SIMMONS

COUNTY COUNSEL
W. A. MCMINIMEE

P. O. BOX ~~[illegible]~~ 152
TILLAMOOK, OREGON 97141
(503) 842-5511

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CCC

TILLAMOOK COUNTY
BOARD OF COMMISSIONERS

April 17, 1978

TO: All Interested Persons

FROM: Board of County Commissioners

RE: Sight Selection CCC - Bridge

On April 12, 1978 the Tillamook County Board of Commissioners voted unanimously to locate the proposed bridge on Foss Road at the site known as Alternate #2. Alternate #2 locates the bridge approximately 100 feet upstream of the existing structure and crosses the railroad tracks at grade.

Alternate #2 was chosen primarily because of economics, its alignment with the existing roadway, and because it would allow the road to remain open during construction.

BOARD OF COUNTY COMMISSIONERS

Chas. D. Bailey
Chairman

F. E. Knight
Commissioner

Granville Simmons
Commissioner

4/20/78
Negative Declaration has been approved by Ed Wurster and it down for copying. Then to FHWA for approval and approval of consultant agreement and RE.
RR

RECEIVED
ENVIRONMENTAL SECTION
APR 21 1978
Referred to

PROJECT MANAGEMENT
PME ☐ CCE ☒ OM ☐
LGE ☒ FAE ☒ OPE ☐
APR 21 1978
File: PM FA
LG OP
TAR Bangs

Two questions:
1) are there special funds for elimination of RR Xings
2) Who furnished grade separation estimate

PHIL STEARNS says the Bridge will not go over R.R. Tracks. The project will cross the tracks at-grade 4-26-78 RRR

CCC BRIDGE HEARING
JANUARY 19, 1978

MY NAME IS CHAS. D. BAILEY, CHAIRMAN OF THE COMMISSIONERS FOR TILLAMOOK COUNTY. IT IS 7:30 P.M. AND WE ARE GOING TO HAVE A FORMAL HEARING TO RECEIVE IMPUT FROM THE PEOPLE IN THIS COMMUNITY ON THE CCC BRIDGE THAT WE PLAN TO CONSTRUCT.

PHIL STEARNS FROM THE FEDERAL HIGHWAY DEPARTMENT HAS BEEN GIVING US A LOT OF GUIDANCE AND I WOULD LIKE TO HAVE HIM STAND AND BE RECOGNIZED, FROM THE OREGON STATE HIGHWAY DIVISION - FEDERAL AID ENGINEER.

WE ALSO HAVE BUTCH PARKER, AN ASSISTANT TO PHIL. ALSO PRESENT ARE BILL WORCHESTER, OREGON BRIDGE; EDDIE WELSCH, DEPT. OF TRANSPORTATION; BILL KAPUS, FEDERAL HIGHWAY; LEW PIERCE, OREGON BRIDGE. I WOULD LIKE TO HAVE THE LADY WHO JUST CAME IN, STAND AND TELL HER NAME - MRS. EFFINGER. OTHERS PRESENT ARE JIM RICHARDS, RAY BAGGARLEY, JESS TIBBETTS, SKIP URREY, BOB MILES, BURT KLEINHAM (RAILROAD DEPT.), SAM SEEBLE AND MR. SCOVELL.

I WILL GIVE YOU A LITTLE BACKGROUND WHICH I AM GOING TO READ.

THE HISTORY OF THE PROJECT

THE EXISTING BRIDGE WAS CONSTRUCTED IN 1937. IT HAS A TREATED TIMBER TRUSS FRAME AND A PAVED TIMBER DECK ON TWO CONCRETE PIERS WITH A STEEL APPROACH SPAN ON THE WEST AND A TIMBER APPROACH SPAN ON THE EAST. THE LENGTH OF THE BRIDGE IS 168 FEET, HORIZONTAL CLEARANCE FOR A VEHICLE IS 17.9 FEET. A ONE LANE BRIDGE WITH VERTICAL CLEARANCE OF 15 FEET. BECAUSE OF THE DETERIORATION OF THE TIMBER DECK AND TRUSS, THE BRIDGE HAS BEEN LIMITED TO LOADS OF 15 TONS OR LESS, WHICH EXCLUDES LOG TRUCKS AND MANY TYPES OF FIRE FIGHTING VEHICLES. THE ANTICIPATED LIFE OF THE BRIDGE IS ABOUT 5 YEARS. THE NEHALEM RIVER ROAD GENERALLY PARALLELS THE RIVER AS IT COURSES TO THE EAST AND NORTH OF TILLAMOOK COUNTY FROM THE TOWN OF MOHLER AT RIVER MILE 6.0 IN THE TOWN OF ELSIE, CLATSOP COUNTY NEAR RIVER MILE 35, FROM THE SALMONBERRY RIVER, CROSSING RIVER MILE 22 TO THE CLATSOP COUNTY LINE. THE ROAD IS A GRAVEL SURFACE, SINGLE LANE FACILITY. AT ELSIE THIS ROAD INTERSECTS WITH SUNSET HIGHWAY OREGON 26, A MAJOR EAST/WEST ARTERIAL. THE NEHALEM RIVER ROAD SERVES TO ACCESS THE PREDOMINANT STATE FOREST LANDS IN THE AREA. LOG TRUCKS, STATE FORESTRY PERSONNEL, RECREATIONISTS AND A FEW LOCAL RESIDENTS ARE THE PRIMARY USERS OF THE ROAD. THE DETERIORATING BRIDGE EXCLUDES LOG TRUCKS FROM BRINGING LOGS DOWN INTO TILLAMOOK COUNTY FOR PROCESSING. INSTEAD LOGS ARE TAKEN NORTH AND EAST INTO CLATSOP COUNTY WITH RESULTING FINANCIAL LOSS TO TILLAMOOK COUNTY TIMBER INDUSTRY.

FIRE FIGHTING EQUIPMENT IS ALSO SOMEWHAT RESTRICTED IN THAT EQUIPMENT MUST BE STATIONED ON BOTH SIDES OF THE BRIDGE TO ANSWER ANY FIRE ALERTS. BOTH OF THESE PROBLEMS WOULD BE ELIMINATED BY REPLACEMENT OF THE BRIDGE. THE EXISTING 1976 AVERAGE DAILY TRAFFIC VOLUME (ADT) ON THIS SECTION OF ROAD IS ABOUT 70 VEHICLES PER DAY. TRUCKS OVER 15 TONS DO NOT USE THIS SECTION BECAUSE OF THE BRIDGE LOAD LIMIT AND MUST DETOUR TO THE NORTHEAST. PROJECTED 1996 AVERAGE DAILY TRAFFIC IS NOT EXPECTED TO INCREASE SUBSTANTIALLY OVER CURRENT AVERAGE DAILY TRAFFIC. THE EXISTING SECTION OF NEHALEM RIVER ROAD IN THE PROJECT AREA HAS TWO 10 OR 11 FOOT LANES WITH VARIABLE

WIDTH GRAVEL SHOULDERS. THE GEOMETRIC ALIGNMENT IS GOOD COMPARED TO OTHER SECTIONS OF THE ROAD. THIS SECTION FROM MILE POST 5.8 TO 6.8 HAS 6 HORIZONTAL AND 5 VERTICAL CURVES, ALL VERY MODERATE EXCEPT ONE HOIZONTAL CURVE WHICH MAKES AN 80 DEGREE ANGLE APPROACHING THE EXISTING BRIDGE AND RAILROAD CROSSING ON THE WEST RIVER BANK. HOWEVER, THE SITE DISTANCE AT THE CURVE IS GOOD. ALL THREE BUILDING ALTERNATIVES OF THIS PROPOSAL INCLUDE SOME PROVISIONS FOR IMPROVING OR ELIMINATING THIS CURVE.

THE TILLAMOOK BRANCH OF THE SOUTHERN PACIFIC TRANSPORTATION COMPANY RAILROAD ALSO FOLLOWS THE WEST BANK OF THE NEHALEM FROM OVER UPSTREAM TO THE SALMONBERRY RIVER. ALONG SECTIONS OF THE NEHALEM RIVER VALLEY THE RAILROAD AND ROAD PASS CLOSE TO EACH OTHER AND CROSS SEVERAL TIMES ON THE WEST BANK VALLEY FLOOR. THERE ARE FIVE AT GRADE RAILROAD CROSSINGS BETWEEN MOHLER AND THE EXISTING BRIDGE SITE. TWO OF THESE FIVE CROSSINGS OCCUR WITHIN THE PROJECT AREA. ONE CROSSING IS ON THE WEST APPROACH TO THE EXISTING BRIDGE. MOST OF THESE RAILROAD CROSSINGS HAVE LIMITED SITE DISTANCE AND ONLY ONE, NEAR MOHLER, HAS AUTOMATIC WARNING DEVICE. AT PRESENT, THERE ARE ONLY TWO TRAINS PER DAY. ONE IN EACH DIRECTION AND THESE ARE RELATIVELY SLOW MOVING, 25 MPH. ALTHOUGH THERE IS NO RECORD OF ACCIDENT ON THE TWO CROSSINGS IN THE PROJECT AREA, IT WOULD BE WELL TO MODIFY OR ELIMINATE THE POTENTIAL HAZARD OF THESE CROSSINGS, IF POSSIBLE IN THIS PROPOSAL. ALL THREE BUILD ALTERNATIVES INCLUDE SOME PROVISION FOR REDUCING THE CONFLICT BETWEEN THE RAILROAD AND HIGHWAY. THE BRIDGE REPLACEMEMT PROPOSAL HAS THE SUPPORT OF TILLAMOOK COUNTY, CLATSOP-TILLAMOOK INTERGOVERNMENTAL COUNCIL AND THE LOCAL PUBLIC, THE OREGON DEPARTMENT OF FORESTRY, THE MAJOR LAND OWNER IN THIS AREA. IN FAVOR OF THE PROPOSED REPLACEMENT, PARTICULARLY ALTERNATIVE ONE, WHICH WOULD MARKEDLY IMPROVE THE ACCESS TO THE TIMBERED WATER SHED OF SEVERAL CREEKS IN THE PROJECT AREA. ALL THREE BUILD ALTERNATIVES WOULD BENEFIT THE LOGGING INDUSTRY AND ECONOMY OF TILLAMOOK COUNTY SINCE LOG TRUCKS AND FIRE FIGHTING EQUIPMENT WOULD AGAIN BE ABLE TO USE THE LOWER NEHALEM ROAD AND HAVE IMPROVED ACCESS TO THE FOREST LANDS VIA THE NEW BRIDGE. I JUST SAW SHANG KNIGHT COME IN, SHANG WOULD YOU STAND AND BE RECOGNIZED. WHAT HAPPENED TO THE LOCAL TELEPHONE MAN THAT WAS HERE BEFORE? LEE DILLARD WAS HERE. I AM GOING TO TURN THE NEXT PORTION OVER TO RAY BAGGARLEY WHO WILL TALK SOME ABOUT THE ALTERNATIVES TO THE PROJECT.

SKIP: IF I MIGHT MAKE A SUGGESTION THAT YOU INFORM THE PEOPLE THAT THEY CAN FOLLOW WHAT IS BEING DISCUSSED BY READING THE SHEETS THAT WERE HANDED OUT. RIGHT NOW WE ARE ON PAGE 5, ALTERNATIVES CONSIDERED.

RAY BAGGARLEY

I WILL JUST GIVE YOU A BRIEF DESCRIPTION OF THE VARIOUS ALTERNATIVES. THEY ARE ALL LISTED IN THIS NEGATIVE DECLARATION THAT WE HAVE COPIES OF. SKIP HAS SOME OVER THERE.

ALTERNATIVE ONE: IS REPLACING THE BRIDGE 8/10 OF A MILE DOWNSTREAM FROM THE EXISTING BRIDGE NEAR THE LOST CREEK AREA. THAT PARTICULAR CONFIGURATION WOULD REDUCE THE NUMBER OF RAILROAD CROSSINGS BY TWO. ONE NEAR THE LOST CREEK AREA AND ONE RIGHT AT THE EXISTING BRIDGE. THE BRIDGE WOULD CROSS THE RIVER JUST BEFORE THIS EXISTING RAILROAD CROSSING ONTO THIS PROPERTY HERE, TURN AND GO ACROSS THE SECOND BRIDGE ACROSS LOST CREEK, AND THEN CONNECT WITH THE EXISITNG FOREST SERVICE ROAD WHICH WOULD HAVE TO BE MODIFIED TO MEET THE COUNTY STANDARDS FOR ROADS BECAUSE IT IS A PRETTY LOW GRADE ROAD THERE AT THE MOMENT. THE ROAD RUNS ALONG A RELATIVELY HIGH CLIFF WITH A STEEP DROP RIGHT INTO THE RIVER AS IT LEAVES LOST CREEK AND THEN THE TERRAIN FLATTENS

OUT SLIGHTLY AS YOU GO NORTH. THERE IS ANOTHER AREA RIGHT WHERE IT INTERSECTS THE EXISTING ROAD. THERE IS A HIGH ROCK POINT WHICH WOULD HAVE TO BE MODIFIED TO GET A REASONABLE ALIGNMENT AROUND THAT TURN.

ALTERNATIVE TWO: MOVING THE BRIDGE ABOUT 100 FEET NORTH OF THE EXISTING BRIDGE. THE FIRST ALTERNATIVE TWO WOULD BE AT GRADE CROSSING. YOU COME IN ON THE EXISTING ROAD, CROSS THE RAILROAD TRACKS AT GRADE, CROSS THE RIVER AND CONNECT WITH THE EXISTING ROAD GOING UPRIVER. THAT ALTERNATIVE WOULD LEAVE THE TWO AT GRADE RAILROAD CROSSINGS. NOW ANOTHER ALTERNATIVE THAT IS SIMILAR, WHICH YOU MIGHT CLASS AS ALTERNATIVE 2A, WOULD BE TO RAISE THAT STRUCTURE HIGH ENOUGH SO YOU CAN CROSS THE RAILROAD TRACK AT THE SAME TIME SO YOU WOULD NOT HAVE AN AT GRADE CROSSING. THIS PROBABLY WOULD MEAN THAT YOU WOULD HAVE TO MOVE THE ROAD INTO THE HILLSIDE SLIGHTLY. THERE IS A RATHER STEEP HILL THERE THAT IS MOSTLY ROCK SO YOU WOULD MOVE THE ROAD OVER INTO THAT HILL AND RAISE IT UP. THERE IS A VERTICAL CURVE DOWN THE ROAD SOME DISTANCE BUT YOU COULD PROBABLY STAY AT THAT SAME ELEVATION, COME ACROSS THE TRACK, CROSS THE RIVER AND THERE IS ANOTHER VERTICAL CURVE ON THE OTHER SIDE OF THE RIVER SO THAT PORTION OF THE ROAD WOULD ALSO HAVE TO BE RAISED.

ALTERNATIVE THREE: BUILD THE BRIDGE IN ITS EXISTING LOCATION.

ALTERNATIVE FOUR: WOULD BE TO BUILD NO BRIDGE AT ALL. AS FAR AS I AM CONCERNED, THAT IS NO ALTERNATIVE AT ALL. IT IS AN ALTERNATIVE THOUGH.

ALTERNATIVE ONE: NOW ACCORDING TO THIS NEGATIVE DECLARATION, ALTERNATIVE ONE WOULD COST $653,000.00 NOT INCLUDING THE RIGHT-OF-WAY COSTS. THAT IS THE BRIDGE, THE TWO BRIDGES (THE ONE ACROSS NEHALEM AND THE ONE ACROSS THE LOST CREEK) AND THE BUILDING OF THE ROAD. THEY SAY THAT WE WOULD HAVE TO MOVE 50,000 YARDS OF EARTH CONSTRUCTING THAT PORTION OF THE ROAD.

ALTERNATIVE TWO: WHICH IS THE ONE AT GRADE JUST 100 FEET NORTH OF THE EXISTING BRIDGE. THE FIRST BRIDGE DOWN THERE WAS 310 FEET. NOW THEY SAY THE ALTERNATIVE TWO BRIDGE WOULD BE 230 FEET, THAT IS WITH THE AT GRADE CROSSING AND YOU WOULD HAVE TO HANDLE ABOUT 3,000 YARDS AND THE BRIDGE WOULD BE 230 FEET.

ALTERNATIVE TWOA: WHICH IS RAISING THE BRIDGE OVER THE TRACKS AN ADDITIONAL 40 FEET. TWO (I SHOULD HAVE SAID WAS $400,000.00) AND 2A THEY SAY, OVER THE TRACKS IS $440,000.00. NOW I PERSONALLY FIND THAT A LITTLE DIFFICULT TO BELIEVE, RAISING THE LEVEL OF THE BRIDGE UP SOME DISTANCE OF 12 FEET FROM THE EXISTING BRIDGE AND THEY SAY IT IS 40 FEET LONGER AND I HAVE A FEELING THAT THE EXTRA $40,000.00 IS A LITTLE SHORT.

ALTERNATIVE THREE: IS BUILDING AT THE EXISTING BRIDGE SITE. THAT WOULD COST $582,000.00. NOW LET US GO OVER THOSE AGAIN RAPIDLY.

ALTERNATIVE ONE:	$653,000.00
ALTERNATIVE TWO:	$400,000.00
ALTERNATIVE TWO A:	$440,000.00
ALTERNATIVE THREE:	$582,000.00

ALTERNATIVE THREE OF COURSE WOULD TIE UP TRAFFIC, YOU WOULDN'T HAVE A DETOUR AND YOU WOULD TEAR OUT THE BRIDGE SO YOU WOULDN'T HAVE ANY WAY OF GETTING ACROSS THE RIVER HERE, SO IT WOULD OF COURSE CLOSE THE ROAD FOR SOME TIME. NOW WITH THE OTHER ALTERNATIVES, THE BRIDGE WOULD REMAIN OPEN UNTIL IT WAS FINISHED, THEN YOU WOULD TEAR DOWN THE OLD BRIDGE. THAT IS ABOUT ALL I HAVE TO SAY.

SHANG KNIGHT: YOU MIGHT MENTION ON THAT FIRST ALTERNATIVE THAT PRACTICALLY ALL THE DIRT THAT WOULD HAVE TO BE MOVED WOULD HAVE TO BE END HAULED AND COULD NOT BE SIDE CAST.

RAY: YES, BECAUSE YOU ARE RIGHT ABOVE THE RIVER ALL ALONG THERE AND YOU WOULD HAVE TO BE EXTREMELY CAREFUL TO KEEP ROCKS AND DEBRIS FROM FALLING IN THE RIVER. EVEN BUILDING THE ROAD YOU WOULD HAVE TO BE CAREFUL BECAUSE IT IS VERY STEEP AND RIGHT NOW THAT ROAD IS RIGHT ON THE EDGE. JESS WAS SAYING THAT IN ONE CASE IT SLID AWAY RIGHT NEXT TO THE ROAD JUST A COUPLE OF DAYS AGO RIGHT DOWN TO THE RIVER, SO WE PROBABLY WOULD HAVE A LITTLE TROUBLE BUILDING THAT ROAD IN THAT SENSE. BUT IT IS OF COURSE NOT IMPOSSIBLE.

BUD BAILEY: JIM RICHARDS HAS A FEW WORDS TO SAY ABOUT RIGHT-OF-WAYS, BUT BEFORE HE BEGINS, I WOULD LIKE TO REMIND YOU THAT IF ANYONE WISHES TO SPEAK THEY SHOULD COME FORTH AND INTRODUCE THEMSELVES, SO THAT WE CAN GET A GOOD POSITIVE TAPE FOR THE RECORDS, PLEASE.

JIM RICHARDS: IN TALKING ABOUT RIGHT-OF-WAY, THE ONLY ALTERNATIVE THAT REQUIRES THE ACQUISITION OF RIGHT-OF-WAY BY TILLAMOOK COUNTY WOULD BE ALTERNATIVE ONE AND THAT WOULD BE LAND AREA IN HERE PRESENTLY OWNED BY BILL EFFINGER. NOW, ASSUMING ALTERNATIVE ONE FOR THE MOMENT, IF WE WERE TO BUY THAT LAND WE WILL BE REQUIRED TO DO SO ACCORDING TO LAW. A VERY SPECIFIC SET OF LAWS PUT FORTH BY THE FEDERAL GOVERNMENT WHENEVER THERE IS ANY FEDERAL MONEY INVOLVED IN A HIGHWAY PROJECT AND RATHER THAN READ THE THING, I MIGHT TRY TO SUMMARIZE IT. IF YOU HAVE QUESTIONS, YOU MAY WANT TO ASK THEM AFTER I AM THROUGH.

WE WOULD BE REQUIRED BY LAW TO HIRE A FEE APPRAISER TO GO OUT AND LOOK AT THE LAND AND GIVE US A FAIR MARKET VALUE APPRAISAL. NOT A COUNTY APPRAISAL FOR TAX PURPOSES, BUT A FAIR MARKET APPRAISAL. PRECEDING THAT WE WOULD OF COURSE LOOK FOR A LINE SURVEY. WE DON'T CARE ABOUT GRADES IN THIS INSTANCE BUT PARTICULARLY LINES AND WE ARE ALSO REQUIRED BY LAW NOT TO ISOLATE ANY NON-ECONOMICAL SMALL PARCEL OF GROUND. SO IF THERE WERE A SMALL PARCEL OVER ON THIS SIDE OF BILL'S LAND THAT WAS NO LONGER ECONOMICAL TO MAINTAIN WE WOULD BE REQUIRED TO BUY THAT TOO. WE ARE LOOKING AT ABOUT 2½ ACRES (2 to 2½ ACRES, I SUSPECT) ON THE EFFINGER PROPERTY AND APPROXIMATELY 12 ACRES ASSUMING AGAIN A 60 FOOT RIGHT-OF-WAY ALL THE WAY DOWN TO THE OLD ROAD WHERE IT EXISTS NOW FROM STATE FORESTRY. THAT PROBABLY WON'T BE A PROBLEM. THAT PROBABLY COULD BE NEGOTIATED FOR WHO KNOWS WHAT PRICE, BUT PROBABLY BY A TELEPHONE CALL AND A FOLLOW UP LETTER. THERE IS NO PROVISION IN LAW THAT WOULD FORBID THAT. WITH THE EFFINGER'S HOWEVER, THERE IS A VERY STRICT CRITERIA WE WOULD HAVE TO FOLLOW. NOW THE LAW STATES THAT WE COULD FORWARD TO THEM A TRUE MARKET VALUE. MY POLICY HAS BEEN, SINCE TAKING OVER RIGHT-OF-WAY, TO FORWARD THE ENTIRE APPRAISER'S REPORT. WITHIN THE BODY OF THE APPRAISER'S REPORT, WE LOOK AT THE LAND VALUE, A TRUE MARKET VALUE

JIM RICHARDS: AND DAMAGES TO THE PARCEL SEPARATELY. THEY ARE SET FORTH SEPARATELY IN THE SUMMARY TOTAL IN THE END. WE WOULD THEN OF COURSE NEGOTIATE WITH THE EFFINGER'S AS TO WHETHER THEY REFUSE TO ACCEPT THAT VALUE OR NOT. IN THE EVENT IT CAME DOWN TO HAVING TO GO TO COURT WE WOULD BE REQUIRED TO POST WITH THE COURT THE FULL VALUE OF THE APPRAISAL, IN CASH, FOR THEIR USE IN DEFENDING THEMSELVES AS FAR AS THE CONDEMNATION SUIT WAS CONCERNED, AND WE WOULD BE REQURIED TO FILE IT. WE COULD NO LONGER DRAG OUR FEET UNTIL THE PROPERTY OWNER GETS SO FRUSTRATED AS TO HAVE TO SUE THE COUNTY FOR INVERSE CONDEMNATION. WE WOULD BE REQUIRED TO PROCEED IMMEDIATELY WHEN THE NEGOTIATIONS BROKE DOWN TO FILE A LAWSUIT TO CONDEMN THE PROPERTY. SO REALLY, BASICALLY THIS 301 ACT HAS MODIFIED THE WHOLE PROCESS OF ACQUIRING PROPERTY BY EMINENT DOMAIN. IT'S TRIED TO MAKE IT SIMPLER. IT'S TRIED TO PUT THE PUBLIC AGENCY IN A POSITION OF EQUITY WITH THE PROPERTY OWNER AND OPENED THE PROCESS WIDE OPEN TO THE FRESH AIR SO THAT THE PROPERTY OWNER HAS AS MUCH ACCESS TO RIGHTS AS THE PUBLIC AGENCY. THERE IS QUITE A LITTLE BIT MORE TO THE ACT. IF ANYBODY IS INTERESTED IN THE DETAILS, I WOULD BE HAPPY TO GO OVER IT WITH YOU BUT BASICALLY THAT IS THE PROCESS WE HAVE USED AND THAT IS THE ONLY ALTERNATIVE WHEREIN WE HAVE TO PURCHASE LAND.

UP HERE AT ALTERNATIVE 2 AND 2A, IT APPEARS WE WOULD NOT, OF COURSE WHERE THE OLD BRIDGE IS, WE WOULD NOT HAVE TO PURCHASE IT'S ALREADY PUBLIC RIGHT-OF-WAY AND THE OTHER ALTERNATIVES ARE NO BUILD SO THAT ELIMINATES THAT. IF THERE ARE ANY QUESTIONS, I WOULD BE HAPPY TO TRY TO ANSWER THEM FOR YOU.

QUESTION: HOW MUCH PROPERTY DOES THE EFFINGER LINE RUN?

ANSWER: THE EFFINGER PROPERTY RUNS BETWEEN 2 AND 2½ ACRES. I HAVE SCALED ABOUT ON THE TILLAMOOK COUNTY MAP, I AM NOT SURE WHETHER IT IS 2 OR 2½ ACRES. I HAVE NOT ORDERED A SURVEY AND I HAVE NOT ORDERED AN APPRAISAL YET.

QUESTION: ON ALTERNATIVE 2 or 2A OR 3. IF WE CROSS THE TRACKS, WOULD THE STRUCTURE HAVE TO COME INTO THE HILL? IS THE HILL OWNED BY THE COUNTY?

ANSWER: THE HILL IS OWNED BY THE STATE OF OREGON - STATE FORESTRY, SO WE WOULD STILL HAVE TO ACQUIRE IT. IT WOULD PROBABLY COST US $1.00. I WOULD HOPE WE COULD NEGOTIATE FOR $1.00 AND COULD COME TO SOME AGREEMENT WITH SOUTHERN PACIFIC TRANSPORTATION. IT APPEARS HERE TO BE AN OVERPASS SITUATION BUT I SUSPECT WE WOULD HAVE NO TROUBLE, BECAUSE I THINK THEY ARE PROBABLY INTERESTED IN ELIMINATING AT GRADE CROSSINGS AS WE ARE.

RAY: THAT IS PROBABLY TRUE.

BURT KLEINHAM: YES, I AM SURE THE COMPANY WOULD COOPERATE.

JIM: RAY, DO YOU HAVE SOME OTHER QUESTIONS? I KNOW I'VE TALKED TO YOU ONCE OR TWICE ABOUT IT BEFORE. NO COMMENT? IS THERE ANYBODY ELSE?

BUD BAILEY: JIM, WE MIGHT AS WELL GO INTO THE AREA OF PUBLIC COMMENT. I THINK WE HAVE REACHED THAT STAGE.

JIM: I THINK WE HAVE ANOTHER QUESTION HERE.

QUESTION: DOES THE PUC PROVIDE SOME MONEY FOR THE ELIMINATION OF GRADE CROSSINGS FOR THEIR SAFETY PROGRAM?

ANSWER: NOT THAT I KNOW OF. NO. PHIL STEARNS MIGHT BE ABLE TO ANSWER THAT, BUT I KNOW OF NONE THAT PUC PROVIDES.

PHIL STEARNS: AT THE PRESENT TIME I DO NOT HAVE AN ANSWER (STILL RESEARCHING).

JIM: I KNOW I HAVE NOT HEARD OF ANY. THERE ARE SOME GRANT FUNDS AVAILABLE FOR CERTAIN SAFETY DEVICES BUT FOR ELIMINATING CROSSINGS, I DON'T BELIEVE SO. I THINK ALL THAT FALLS UNDER THE DEPARTMENT OF TRANSPORTATION.

BUD BAILEY: NOW I AM GOING TO ASK FOR PUBLIC STATEMENTS AND THEN AFTER THAT WE WILL GET BACK TO THE QUESTION AND ANSWER PERIOD.

OKAY BURT. I WOULD LIKE TO HEAR FROM YOU FIRST. HE HAS NO STATEMENT TO MAKE NOW. OKAY, NOW LEW PIERCE.

LEW PIERCE: I AM LEW PIERCE AND I REPRESENT ORBEC (OR OREGON BRIDGE ENGINEERING COMPANY). WE WERE FIRST INVOLVED IN THIS PROJECT IN LATE 1974 AND EARLY 1975. WHAT WAS STILL A COUNTY PROJECT, THERE WERE NO FEDERAL MONIES OR ANY OTHER PARTICIPATION INVOLVED. IT LATER BECAME A FEDERAL AID PROJECT BUT AT THAT TIME WE WERE STUDYING ALTERNATIVE NUMBER ONE ONLY. AND WE DEVELOPED THE COST FOR THE TWO BRIDGES AND THE ROAD WORK TO CONNECT TO THE OLD HIGHWAY AND TO GET THIS PAST LOST CREEK. ALTERNATIVES TWO AND THREE WERE DEVELOPED BY OTHER PEOPLE. I AM NOT SURE WHO IS INVOLVED IN IT. WE HAD SOME COMMENTS LATER. BUT BASICALLY, WE WORKED ON ALTERNATIVE ONE AND WE GAVE AN ESTIMATED COST FOR THAT OF $550,000.00 WHICH DID NOT INCLUDE THE ROAD WORK FROM LOST CREEK UP TO THE OLD BRIDGE SITE. NOW THE MAIN RIVER CROSSINGS FOR ALTERNATIVE TWO AND THREE ARE IN THE RANGE OF $400,000 TO $500,000 AND WE THINK THAT IS ABOUT RIGHT. BUT WE HAVE BEEN INVOLVED IN A NUMBER OF RAILROAD CROSSING STRUCTURES THROUGHOUT THE STATE AND I JUST WANTED TO SAY THAT WE DO THINK THAT THE COSTS OF $40,000 IS NOT NEARLY ENOUGH MONEY TO CROSS THE TRACK AND TO PROVIDE A VERTICAL CLEARANCE THAT WOULD BE REQUIRED WHICH IS IN THE NEIGHBORHOOD OF 22 FEET. WE THINK THAT THE COST TO CROSS THE RIVER OR RATHER TO CROSS THE TRACKS, THAT IS ALTERNATIVE 2 AND 3, WOULD MORE LIKELY BE IN THE NEIGHBORHOOD OF $200,000 OR HIGHER. THAT IS ALL I HAVE TO SAY. THANK YOU.

BUD BAILEY: THANK YOU. MR. SCOVELL, YOU HAVE A SLIP HERE BUT YOU DID NOT CHECK HERE WHETHER YOU WOULD LIKE TO SPEAK OR NOT. WOULD YOU LIKE TO SAY SOMETHING? WELL, THAT CONCLUDES THE PUBLIC STATEMENTS. NOW WE CAN GET BACK INTO ANY QUESTIONS THAT YOU WOULD LIKE TO ASK. IF YOU DO HAVE SOME THAT YOU WANT TO ASK JIM, RAY, SHANG OR ME, I WOULD LIKE TO HAVE YOU COME FORWARD AND STATE YOUR NAME.

SHANG KNIGHT: WHAT I WANT TO KNOW IS, I DID NOT QUITE GET YOUR FIGURE OF THE ADDITIONAL COST OF THE GOING ACROSS THE RAILROAD TRACK AT THE 22 FEET VERTICAL. DID YOU SAY $200,000 MORE?

LEW PIERCE: AT LEAST - $200,000 PLUS.

SHANG KNIGHT: I THOUGHT I UNDERSTOOD IT THAT WAY BUT YOU WERE SO FAR OFF FROM THE $40,000 THAT WE HAD FROM ANOTHER ESTIMATE, I JUST WANTED TO MAKE SURE I HEARD YOU CORRECTLY. THAT WOULD MAKE THAT THEN ABOUT $200,000 AND YOU FIGURE A TOTAL OF THAT WOULD BE $600,000?

LEW PIERCE: ABOUT $600,000 FOR SURE.

BURT KLEINHAM: COMMISSIONER, I GUESS YOU WOULD LIKE TO HAVE A STATEMENT FROM SOUTHERN PACIFIC TRANSPORTATION COMPANY. I AM BURT KLEINHAM, THE OFFICE ENGINEER IN PORTLAND AND WE ARE INDEED INTERESTED IN ELIMINATING GRADE CROSSINGS WHENEVER POSSIBLE BECAUSE OF THE SAFETY HAZARD AND THE ECONOMICS OF THE SITUATION AND WE ARE IN COOPERATION WITH THE PUC COMMISSIONER ON OPERATION LIFESAVER AND SO FORTH LIKE THAT. SO WE WOULD BE HAPPY TO COOPERATE IN HELPING TO NEGOTIATE EASEMENTS FOR BRIDGE PIERS IF YOU WERE TO WORK TOWARDS ALTERNATIVE ONE, I BELIEVE IT IS, THAT ELIMINATES THE TWO CROSSINGS. ANY ANYTHING ELSE, WELL ALTERNATIVE TWO ALSO, THAT IS THE ONE WHERE YOU GO FROM THERE OVER THE RAILROAD OR IS IT 2A? 2A, WHERE YOU GO UP OVER THE RAILROAD. YOU WOULD NEED BRIDGE PIERS ON THE RAILROAD RIGHT-OF-WAY PERHAPS. IF YOU DID WE WOULD BE HAPPY TO WORK WITH YOU TO GET EASEMENTS AS REASONABLE AS POSSIBLE.

BUD BAILEY: FINE, THANK YOU.

RAY: ALTERNATIVE ONE WOULD NOT BE ELIMINATING ANYTHING, THAT ROAD WOULD STILL BE THERE. IN OTHER WORDS, IT WOULD ELIMINATE MOST OF THE TRAFFIC FROM IT BUT PHYSICALLY IT WOULD STILL STAY THERE TO SERVICE THAT AREA.

BURT KLEINHAM: RIGHT, WE ARE AWARE OF THAT BUT THERE IS STILL NEEDED ACCESS UP HERE BUT IT WOULD UNDOUBTEDLY CUT DOWN THE VOLUME OF TRAFFIC AND ANYTHING IN THAT DIRECTION IS A BENEFIT TO THE RAILROAD.

BUD BAILEY: OKAY, THANK YOU. ONE THING THAT I WANT TO ADD TOO, IS THAT WE WILL ACCEPT ANY WRITTEN STATEMENTS FOR TEN DAYS IF YOU THINK OF SOMETHING AFTER YOU GO HOME. IF YOU WOULD LIKE TO WRITE IT TO US, JUST SEND IT TO THE COMMISSIONER'S OFFICE, COURTHOUSE, P. O. BOX 152, TILLAMOOK, ZIP CODE 97141, AND WE WOULD BE HAPPY TO CONSIDER THAT. I AM GOING TO ASK ONE MORE TIME, ARE THERE ANY QUESTIONS OR COMMENTS?

JIM RICHARDS: I HAVE BEEN INVOLVED IN THIS THING APPROXIMATELY A YEAR AND I HAVE HAD A CHANCE TO TALK TO MARIE AND BILL EFFINGER ABOUT TWICE. ONCE I HAD THE CART AHEAD OF THE HORSE BECAUSE I ASKED THEM FOR PERMISSION TO HAVE AN APPRAISAL DONE. BUT I KNOW THAT THESE PEOPLE VALUE THEIR PRIVACY VERY, VERY HIGHLY AND IN MY MIND THAT SHOULD BE AN ECONOMIC CONSIDERATION, WHERE THE HIGHWAY CROSSES THE RIVER. SECONDLY, BECAUSE THEY DO VALUE THEIR PRIVACY HIGHLY AND BECAUSE THE LAND IS EXCEPTIONALLY GOOD RIVER BENCHLAND, NOT ONLY FOR GRAZING BUT FOR PRIVACY OR FOR WHATEVER ELSE PURPOSE YOU PUT IT TO. THE COST OF ACQUISITION WOULD HAVE TO BE SUBTRACTED FROM THE COST OF THE CROSSING ON ALTERNATIVE 2A. NOW I DO NOT KNOW HOW THAT WOULD RUB OUT. I HAVE NO IDEA WHATSOEVER. I CAN NOT PUT A PENCIL ON THAT AND COME UP WITH IT RIGHT AWAY. WE WOULD NOT BE ABLE TO OF COURSE UNTIL WELL INTO THE NEGOTIATIONS WITH MR. & MRS. EFFINGER. BUT I THINK IT IS CONSIDERATION. I THINK IT IS A VERY JUST CONSIDERATION. I THINK PRIVACY IS SOMETHING ALL OF US DOWN HERE CHERISH OR PERHAPS WE WOULD NOT BE HERE. CLEARLY THE COST OF ACQUIRING THAT KIND OF LAND IS NOT

JIM RICHARD (CONTINUED)

GOING TO BE NICKELS AND DIMES. SO I WOULD THROW THAT OUT FOR PUBLIC CONSIDERATION. I THINK THAT THOSE COSTS SHOULD BE CONSIDERED IN EQUITY.

BUD BAILEY: THANK YOU. I WANT TO THANK YOU PEOPLE FOR TAKING THE TIME OUT TO ATTEND THIS MEETING, AND I WILL DECLARE THIS HEARING ADJOURNED.

8978

1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 3, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project No. RS-A727(1)
Nehalem River (CCC) Bridge Section
Consultant Engineering Agreement

Enclosed for your approval are two copies of a consultant engineering agreement with Oregon Bridge Engineering Company on the subject project which has been revised as indicated in your letter of March 13, 1978.

We further request the following:

1) The return of one copy of the agreement approved for our files.

2) Authorization to proceed with P.S. & E. preparation work by the consultant concurrent with approval of the final negative declaration at an estimated total cost of $18,100 with an obligation of $15,500 in federal funds.

CL:lml
Att.

cc: H. Reynoldson

8978 Form FHWA 121 (Rev. 5-73)

2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 13, 1978

In reply refer to: HEC.3-OR

SUBJECT: Oregon Project RS-A 727(1)
Nehalem River (CCC) Bridge Section
Consultant Agreement

FROM : G. L. Green, Division Administrator

1207-5

TO : Mr. F. B. Klaboe, Chief of Operations, ODOT
Salem, Oregon

Mr. Swan's letter of March 3, 1978 requested the Consultant Agreement with Oregon Bridge Engineering Company submitted January 6 be returned with notations concerning the changes required for approval.

Under "Objectives and Scope of Work", (page 1 of Agreement) the first paragraph is unacceptable. At this stage of project development, the determination for "realignment and widening of two structures" has not and cannot be made if Oregon Action Plan processes are to be complied with. Copies of the Agreement are returned herewith.

for G. L. Green

Attachment

cc:
ODOT (D. E. Swan, Fed Aid Mgr)

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS

MAR 14 '78

REFER TO
Swan w/enc.

FOR

Info	Inves	R/D	D/R	Sign	Act	File

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

3-10-78

8978

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO
RS-A 727(1)

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70344

COUNTY NAME
Tillamook

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
3-10-78

FEDERAL ROUTE NUMBER
Secondary A 727

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:
"Nehalem River (CCC) Bridge"

GENERAL DESCRIPTION OF WORK:
Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify): Consultant Agreement
Oregon Bridge Engineering
Lump Sum Amt $5,915, Federal funds $5,075

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I approve the Agreement with the Oregon Bridge Engineering Company as requested in Mr. Swan's letter of 3-3-78.

A signed copy of the Agreement is returned herewith.

Swan
3-14

NOTED
F. B. KLABOE

DATE
3-10-78

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

8978

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 3, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Section Manager

SUBJECT: Project No. RS-A727(1) FHS-C
Nehalem River (CCC) Bridge Section
Consultant Engineering Agreement

Enclosed for your approval are two copies of a consultant engineering agreement with Oregon Bridge Engineering Company on the subject project. This agreement covers phases of work to be accomplished by the Consultant to provide estimates to be included in the final negative declaration.

We further request the following:

1. Authorization to proceed with work by the Consultant under this agreement at an estimated total cost of $5,915 with an obligation of $5,075 in federal funds and the return of one copy of the agreement approved for our files.
2. The return of the copies of consultant agreement covering final design which was submitted under our previous letter of January 6, 1978 with notations concerning the changes required to meet with your approval.

CL:dpy

cc: H. Reynoldson ✓

8978

529-1967

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

February 27, 1978

W. A. Palmateer
General Manager
Oregon Bridge Engineering Co.
P. O. Box 72
Springfield, Oregon 97477

Dear Mr. Palmateer:

You asked when to expect the two agreements submitted for the 3C Bridge in Tillamook County.

Since the re-re-revised (3r) agreement approval is contingent on approval of the Final Negative Declaration, I will try to give you a chronological report on the supplementary(s) agreement you submitted for work in connection with corridor alternatives.

I have attempted to put time frames on other activities in the past and have consistently been wrong; however, here goes.

Ed Hunter sign(s) agreement and send to LGPU	2-28-78
(s) from LGPU to FHWA	3-1-78
Authorization notice to OBEC	3-6-78
Survey work and estimates (3 weeks)	3-27-78
Selection of alternate (2 weeks)	4-10-78
Complete Final Negative Declaration	5-1-78
FHWA approval F.N.D.	5-15-78
Notice to OBEC on (3r) concurrence	5-19-78

Please realize these are estimates and the time frames could go either way. I will continue to push for approval of the agreements at the earliest possible time.

Sincerely,

Phil Stearns

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

POS/dea
cc: G. W. Wimer

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
FEB 28 1978
File: PM FA
LG OP
TAA Holmes
Reynoldson

OBEC CONSULTING ENGINEERS

REGION 2 ENGINEER
RECEIVED
☐ [illegible] FEB 24 1978 ☐ RUE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

February 24, 1978

Mr. Phillip O. Stearns
Regional Federal Aid Engineer
P.O. Box 14030
Salem, Oregon 97310

Re: CCC Bridge
Tillamook County

I stopped by Wednesday early but missed you.

I would like your personal opinion as to when we can possibly expect the long promised re-re-revised consultants agreement on the Tillamook County CCC Bridge and when we might expect the supplemental engineering agreement for work in connection with the negative draft and corridor alternates.

A prompt reply would be appreciated.

WA Palmateer
W. A. Palmateer
General Manager

WAP:seb

P.O. BOX 72 • SPRINGFIELD, OREGON 97477 • (503) 746-8673

8978

STATE OF OREG

INTERO CE MEMO

HIGHWAY DIVISION
Accounting

TO: Vernon E. Skoog
Controller

DATE: February 23, 1978

FROM: Dettmar W. Jones
Staff Auditor D. W. Jones

SUBJECT: Pre-award Evaluation
Tillamook County/OBEC
Nehalem River (CCC) Bridge, Supplement

Definition Statement

The referenced proposal is an extension of an earlier Agreement between Oregon Bridge Engineering Company and County. This supplement expands from only three alternates indicated in the Draft Negative Declaration to five alternates. An interoffice memo dated February 9, 1978, from Phil Stearns to Gerry Wimer further explains the relationship of the Agreement and Supplement.

Consultant proposes a lump sum payment of $5,915.

Analysis

Exhibit "A" correctly itemizes the cost factors comprising the lump sum. Minor corrections were made on Pages 1 and 3 to retain consistency, but the lump sum was not changed. The costs were reasonable, allocable and eligible for participation in federal funding.

Conclusion

I recommend approval of the proposal as corrected.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

DWJ:njc

cc: G. W. Wimer
R. J. Hacek

M Holmes Jaa

01-125-1307

Date 1-20-78 PROJECT MANAGEMENT OFFICE MEMO

Subject 3-C Hearing File No.

Received (call) (visit) from Phil Stearns

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

County now leaning to alternate #2

This is upstream and $40,000 more cost

Need more details on this alternate

However Feds haven't approved consultant agreement

Agree need consultant agreement to get reimbursed

He'll check w/ Feds on status that agreement

Signature G Hemer

File ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CGE OM Other Orange

NOTED
W. H. TEBEAU

3978

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

DATE: January 6, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: for J L Gaither
D. E. Swan
Federal Aid Manager

SUBJECT: Project No. RS-A 727(1)
Nehalem River (CCC) Bridge Section
Consultant Engineering Agreement

Enclosed for your approval are two copies of a new consultant engineering agreement with Oregon Bridge Engineering Company on the subject project. This new agreement covers phases of work to be accomplished by the consultant in accordance with your previous letter of September 8, 1977. The estimated total cost for remaining preliminary engineering work by the consultant is $18,100.

We further request the following:

1) The return of one copy of the agreement approval for our files.

2) Authorization to proceed with P. S. & E. preparation work by the consultant concurrent with approval of the final negative declaration at an estimated total cost of $18,100 with an obligation of $15,500 in federal funds.

W

CL:lml
cc: W. Reynoldson

c.c. Phil Stearns
1/9/78

8978

STATE OF OREGON
HIGHWAY DIVISION
Accounting

INTEROFFICE MEMO

TO: ~~Vernon E. Skoog~~
~~Controller~~

DATE: November 9, 1977

FROM: Dettmar W. Jones D. W. Jones
Staff Auditor

SUBJECT: Pre-award Evaluation
Tillamook County/Oregon Bridge Engrg. Co.
Nehalem River (CCC) Bridge Section

Definition Statement

The proposed agreement provides, in summary, for the realignment and widening of two structures on the Nehalem River Highway. Consultant is to furnish preliminary engineering for a lump sum of $18,100, and construction engineering on an actual cost basis not to exceed $33,000.

G. W. Wimer, Local Government Manager, advises that the project "has been underway for some time". The referenced proposal is intended to cover completion of the project.

Analysis

The consultant selection procedure is irrelevant now.

The additional Pages 6-9, submitted with Mr. Wimer's request for pre-award evaluation, will not be necessary. Cost estimates detailed in Exhibit A are essentially correct. They are reasonable, allocable and consistent with the numerous projects that consultant has done previously for various counties.

On Page 1 of 3 in Exhibit A, the "Not to exceed" figure should be changed to $33,000, and the corresponding change on Page 7 (VI A4).

A few other notations and corrections in wording were already indicated in the wording of the proposal before it reached my desk.

Conclusion

Contingent upon the corrections noted above, I recommend approval of the proposed agreement.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

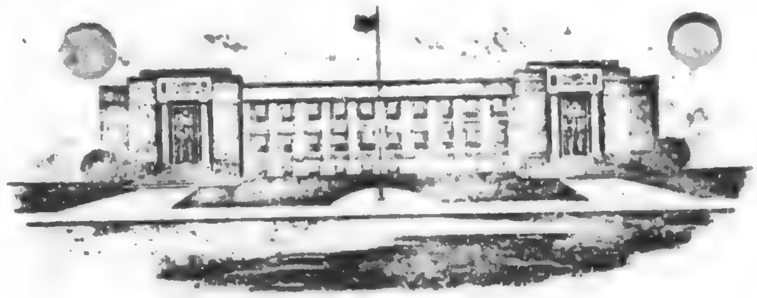
DWJ:njc
cc: G. W. Wimer ✓
R. J. Hacek

81-125-1307

3978

R. W. BAGGARLEY
DIRECTOR OF PUBLIC WORKS

PHONE
503 • 842-5511



TILLAMOOK COUNTY
P. O. BOX 366
TILLAMOOK, OREGON 97141

RECEIVED
ENVIRONMENTAL
SECTION

NOV 01 1977

Referred to ______________

October 27, 1977

Gary A. Potter, Manager
Environmental Section
Program Management Section
Oregon Dept. of Transportation
207 Transportation Building
Salem, Oregon 97301

send copy to: John [illegible]
Cecil Head
Gerry Wimer
Walt Hart
this to Geo

Dear Sir:

The following are my comments on the Draft Negative Declaration on the Nehalem River (CCC) Bridge, Nehalem River Road (FAS A727) in Tillamook County, Oregon.

1. Page 6, Alternative 2 - The option using a railroad overcrossing is said to cost an additional $40,000 more than at grade crossing. Considering the additional 40 feet of bridge, the additional height of the structure and the railroad overpass, I think the $40,000 estimate is too low. ✓

2. Page 6, Alternate 3 - same as above.

3. Page 11, Summary of Impacts Table - Under traffic alteration, the traffic control problem would be virtually the same for alternate 1 as alternate 2. ✓ I also take exception to the comment "poor geometric alignment". ✓ One of the major reasons for proposing alternate 1, was to improve the alignment and to eliminate two railroad crossings. No where in this table are these crossings mentioned.

Sincerely,

Ray Baggarley
Ray Baggarley
Director
RB/bl

PROJECT MANAGEMENT
PME ☑ CCE ☑ OM ☐
LGE ☑ FAE ☐ OPE ☐
NOV 7 1977
~~[illegible]~~
~~[illegible]~~
File
TAA ______ PM FA
LG OP

Form FHWA 121 (Rev. 5-73)

8978

x

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 5, 1977

In reply refer to: HEC.3-OR

SUBJECT: Oregon Project RS-A-727(1)
Nehalem River (CCC) Bridge
Draft Negative Declaration

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Attached is a copy of the subject declaration which I have concurred in. The original document has been forwarded directly to Mr. Gary Potter in the Environmental Section.

G. L. Green

Attachment

cc:
C. Laux, Proj. Mgt.
G. Potter, Env. Section

RECEIVED
TECHNICAL SERVICES
OCT 6 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
STATE HWY ENGR
OCT 6 '77
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8978 STATE OF OREGO INTEROF CE MEMO 2

TO Philip C. Stearns
Region 2 Federal Aid Engineer

DATE: September 21, 1977

FROM: for Mainor G. W. Wimer
Local Government Engineer

SUBJECT: Oregon Project RS-A727(1)
Nehalem River (CCC) Bridge Section
Consultant Engineering Agreement
Tillamook County and OBEC

NOTED
E. S. HUNTER

Attached are copies of letters from the Federal Highway Administration, dated June 28, 1977 and September 8, 1977, concerning the consultant agreement for subject project.

It will be necessary for Oregon Bridge Engineering Company to prepare a new agreement covering only phases of work to be accomplished by the consultant in relation to the project as it is now being developed.

Please contact OBEC and request the submission of a new agreement for presentation to the Federal Highway Administration.

Attachment

MCH:lml

cc: w/att. E. S. Hunter

RECEIVED
TECHNICAL SERVICES
SEP 21 '77
REFER TO
FOR

Info	[illegible]	R/O	D/R	Sign	Act	File

1-125-1387

8978

PROJECT MANAGEMENT OFFICE MEMO

Date 9-16-77

Subject CCC File No. ____

Received (call) (~~visit~~) from Phil Stearns

Address ____

Made (call) (visit) to ____ Phone ____

Reason for contact and general discussion:

Recommends rewrite agreement
Eliminate all mention of environmental work
Would then need to revise Co agreement
Reviewed w/Environment & E S Hunter

Prange → { Modify environ mention
✓Check Co agreement
Sketch 5-10 week alt for final Neg Dec

Signature G Kenis

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

C.C.C. Bridge – Tillamook Co

Project Agreement does not say anything about Environmental statements *

Consult. Agree revised as per page 3 and page 5 of 5 Exhibit "C"

* Covered by PE which Co or its agent was to do. In this case State was agent for most of Assessment & Draft and eventually Final Neg Dec. 9-22-77

8778

Form FHW · 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: September 8, 1977

In reply refer to: HB.2-OR

SUBJECT: Oregon Project RS-A727(1)
Nehalem River (CCC) Bridge Sec.
Consultant Engineering Agreement

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Attn: D.E. Swan, Federal-Aid Engineer

A review of the resubmitted Consultant Agreement with the Oregon Bridge Engineering Company for the subject project has been made.

The letter of authorization establishing funds for Preliminary Engineering was approved June 28, 1977. Along with this document the Consultant Agreement was returned without action awaiting the final negative declaration approval.

The agreement does not cover the project as now being developed in that the State Highway Division is presently preparing the negative declaration.

If the County and State plan to have the consultant complete the preparation of the negative declaration, the agreement should establish this procedure and detail the cost figures for this work.

A new agreement covering only phases of work to be accomplished by the consultant should be submitted for approval, however, authorization to proceed will be limited to the P.E. work necessary to obtain an approved negative declaration.

G. L. Green

PROJECT MANAGEMENT
FHE CCE OM
LGE FAE OPE
SEP 12 1977
File: PM FA
LG OP
TAA

RECEIVED
STATE HWY ENGR
SEP 12 '77
REFER TO
FOR
Info File

8478

29-1965

REGION 2 ENGINEER
RECEIVED
SEP 6 1977
RE RCE RME RTE ROE

ROBERT STRAUB
XXXXXXXXXX

September 7, 1977

James F. Simmerman
R 1, Box 49 Bayside Garden Rd.
Nehalem, OR 97131

Dear Mr. Simmerman:

Copy
MH1 14-1-1
Miami R.
Br

Your accident on the Nehalem Bridge, on Highway 101, is the second motor home accident brought to our attention this month. As you have witnessed, the Nehalem River Bridge is substandard and has a higher than average accident rate. It is presently on our bridge replacement list.

The Miami River Bridge, near Garibaldi on Highway 101, is also narrow by modern standards but is in good repair and is slightly wider than the Nehalem River Bridge. This bridge is not presently on our bridge replacement list, so no improvement to the structure is anticipated for some time.

You might be intrested in a public hearing on replacement of the Nehalem River Bridge, September 8, 1977 at the Nehalem Fire Station. At that time an anticipated construction date will be discussed.

Sincerely,

John W. Sheldrake
REGION II ENGINEER

JWS/lea
cc: H. S. Coulter ✓

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
SEP 8 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sig.	Act.	File

Aug. 25-77

Oregon State Highway Planning Dept
Official in Charge;
Dear Sir;

I live at Nehalem, Ore. and we have two hazards on Highway 101 to Contend With which are very dangerous.

One Bridge at Nehalem River, I damaged a new Motor Home, by a truck pulling on the bridge after I was 3/4 way accross the bridge.

Another bad bridge is east of Garibaldi Ore, it is Narrow and has low banisters, Two large units Can not pass on it either.

Have these two been Considered to be Widened or replaced?

Thanking you.

Yours truly
James F Simmerman
R1-Box 49 Bayside Garden Rd.
Nehalem, Ore

RECEIVED
STATE HWY ENGR
AUG 26 '77
REFER TO
Sheldrake
FOR

Info	Inves	R/D	D/M	Sign	Act.	File
		✓				

8978

August 8, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Project No. RS-A727(1)
Nehalem River (CCC) Bridge Section
Consultant Engineering Agreement

We are resubmitting for your approval two copies of the Consultant Engineering Agreement with Oregon Bridge Engineering Company on the subject project. This agreement was previously forwarded for your approval; however, your letter of June 28, 1977 returned the agreement without action and indicated that no action could be taken until the final negative declaration was approved and also that the agreement should be updated and submitted at that time.

The following information is provided in regards to the above:

1) Page 3 of the Consultant Agreement under work to be done by consultant states that "The Consultants shall prepare environmental impact statement if required". The Summary of Preliminary Engineering Exhibit "C" of the agreement did not indicate an estimated cost for preparing an environmental impact statement. This exhibit of the agreement has been revised to reflect an estimated amount to perform this work.

2) The matter of updating the agreement was discussed with the Consultant and he is of the opinion that he can accomplish the work for the amounts specified in the agreement and therefore feels an update is not necessary.

We trust this additional information will now permit your approval of this consultant agreement and authorization to proceed with work by the consultant up to approval of a final negative declaration at an estimated total cost of $2,450 and federal funds of $2,102.

Authorization to proceed with work by the consultant will not require an increase in total cost on federal funds as presently obligated on this project.

CL:dmc
cc: H. Reynoldson

6-28-77 GENERAL FILES 21

8978

U.S. DEPARTMENT OF TRANSP[illegible]ATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

EDERAL AID PROJECT NO. RS-A727(1)

STATE PROJECT NO. See below

COUNTY NAME Tillamook

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70344

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 7 '77
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

PRA X

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 6-28-77

FEDERAL ROUTE NUMBER Secondary A727

STATE ROUTE NUMBER County Rd.

GENERAL LOCATION:

"Nehalem River (CCC) Bridge"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) all phases of PE necessary to obtain an approved Negative Declaration- TEC not to exceed $18,000 - F.F. $15,444.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's June 15, 1977, letter, I concur that the negative declaration is not limited to the termini of the subject project but includes the entire proposed new alignment.

The Consultant Engineering Agreement is being returned without action. No action can be initiated until the final negative declaration is approved. The agreement should be updated and submitted at that time.

DATE 6-28-77

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8978

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 15, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Engineer

PE

SUBJECT: Project Data Submission
Item No. 70344
Project No. RS-A727(1)
Nehalem River (CCC) Bridge
Tillamock County

Enclosed is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

1) Approval of the enclosed consultant Engineering Agreement with Oregon Bridge Engineering Company and the return of one approved copy for our files.

2) Authorization to proceed with all phases of preliminary engineering necessary to obtain an approved negative declaration at an estimated total cost of $18,000 with an obligation of $15,444 in federal funds.

3) Concurrence that the negative declaration for the subject project is not limited to the termini as programmed but includes, in compliance with FHPM 7-7-2, the entire proposed new alignment of approximately 1 mile.

CL:dmc
cc: J. R. Sheldrake
H. Reynoldson

Budget Bureau No. 41-R2067;

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

June 15, 1977

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd. Approx. 6 mi. E of Nehalem 65	ADT	PRESENT DHV 10 60	FUTURE (65) (70) 90	YEAR (71) (72) 97	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Preliminary Engineering 62	NAT'L. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) 14 23 RS -	NUMBER 7 A727

CARD	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Tillamook			COD (14) 05
	NAME OF URBAN AREA 17-31 -	ROUTE NO. S	FEDERAL-AID A 727 (32)	STATE Co. Rd. (36) (37)	U.S. -

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5 1					PE		"Nehalem River (CCC) Bridge Section"	0.05	22,000	18,876	1,562	1,562 (Co)
5					ROW							
5					CONST (CODE)							

CARD 1	CODE 1	PREPARED BY	CL	PROJECT TOTALS	0.05	22,000	18,876	1,562	1,562 (Co)
1	14	PROGRAM APPROVAL DATES				(16) (23)	(24) (31)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

June 15, 1977

ECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd. Approx. 6 mi. E of Nehalem		DHV 10 60	90	97	10	Oregon	41	075	70344

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
neering								RS -	A727	(T)		

COUNTY NAME Tillamook CODE 057

ROUTE NO. S FEDERAL-AID A 727 STATE Co. Rd. U.S. -

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		"Nehalem River (CCC) Bridge Section"	0.05	22,000	18,876	1,562	1,562 (Co)	PE
OW								
ONST ODE)								ROW-60' min.; Access Control-none; Parking Restrictions- None.
CL		PROJECT TOTALS	0.05	22,000	18,876	1,562	1,562 (Co)	

OVAL DATES

REMARKS

-over-

USCOMM-DC 48908-P61

Nehalem River (CCC) Bridge Section
Project No. RS-A727(1)

Existing Facility:

Roadway---18 foot bituminous surface treated roadway with 2.5 foot shoulders.

Structure-Nehalem River (CCC) Bridge 248 foot wood A-frame with A.C. over steel deck, 18 foot horizontal clearance.

Adjacent Sections:

W. End---18 foot bituminous surface treated roadway with 2.5 foot shoulders.

E. End---No existing facility.

Project Data: Work under this project consists of preliminary engineering all phases for the future construction of a 265 foot reinforced concrete bridge on new alignment to replace the existing unsafe structure.

NOTE: Preliminary engineering to be accomplished by Oregon Bridge Engineering Company, Consultant Engineers, with review by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

NOTE: Completion of the roadway construction on the new alignment, by county forces will eliminate two existing railroad grade crossings on the present alignment.

FHPM 7-7-2 Requirements: Major action project requiring preparation of a negative declaration concurred in by FHWA on March 29, 1977.

FHPM 4-1-2 (IM 50-1-70) Requirements: State clearinghouse and District 1 clearinghouse A-95 review letters of approval dated June 1, 1977 and May 11, 1977 respectively.

FHPM 7-7-5 Requirements:

a) Public Hearings---Opportunity for a hearing will be offered.

b) Location/Design---Approval will be granted under the provisions of the Approved Secondary Road Plan.

NOTE: This project is in Congressional District No. 1

5478

2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

cc:
G. L. Green
~~H. S. Coul~~ter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison
J. W. Sheldrake
E. L. Everton
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Department of Transportation

PROJECT TITLE: Nehalem River (CCC) Bridge

DATE: June 1, 1977

The state has reviewed your project and reached the following conclusions:

1207-J

- ☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.
- ☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.
- ☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.
- ☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7705 2 130

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
JUN 7 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

5-2-77
BEN GIFFORD

PNRS 03

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

cc: G. L. Green
H. ~~S. Coulter~~
F. [illegible]
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison
J. W. Sheldrake

E. L. Everton
Aeronautics Division

Paul Hartwig, Parks
B. L. Gifford

MAY 17 1977
DIVISION

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
MAY 3 1977
DIVISION OF STATE LANDS

P N R S S T A T E R E V I E W

Project #: 7705 2 130 Due Date: MAY 27 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
STATE HWY ENGR
JUN 7 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

cc: G. L. Green
H. ~~S. Coult~~er
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison
J. W. Sheldrake
E. L. Everton
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

[illegible]
MAY 2[illegible] 1977

PNRS STATE REVIEW

Project #: 7705 2 130 Due Date: MAY 27 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
STATE HWY ENGR
JUN 7 '77
REFER TO
FOR
Info Invest R/O D/R Sign Act File

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

REMARKS (Please type or print legibly)

THIS NEHALEM RIVER (C.C.C.) BRIDGE AND ROAD PROJECT IN TILLAMOOK COUNTY WILL REQUIRE AN ADEQUATE PROFESSION CULTURAL RESOURCE SURVEY PRIOR TO INITIATING GROUND-DISTURBING ACTIVITIES.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency SHPO By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

cc:
G. L. Green
H. S. ~~Coulter~~
F. E. Terpin
J. B. Boyd
R. E. Royer
J. W. Versteeg
Gary Potter
R. W. Ellison

J. W. Sheldrake
E. L. Everton
Aeronautics Division

Paul Hartwig, Parks
B. L. Gifford

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7705 2 130 Due Date: MAY 27 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
STATE HWY ENGR
JUN 7 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

This project will have a minimal impact on fish and wildlife resources provided the bridge piers and instream work be conducted between June 15 and September 15. Road construction must be completed prior to the fall rains and no surplus soil or rock be exposed or dumped where it could be eroded by higher stream flows.

Please work with our district fishery biologist Warren Knispel (738-7066) regarding developing a boat launching facility adjacent to the bridge.

Agency Fish + Wildlife By William E. Pitney

ENVIRONMENTAL MANAGEMENT SECTION 5/23/77

8978

2

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: May 2, 1977

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Nehalem River (CCC) Bridge
Nehalem River Road
Tillamook County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NMAJOR action. NON-SIGNIFICANT

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 2 : John Sheldrake
District 1 : E. L. Everton
Region 2 Geologist: William Fretwell

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 4-29-77

RECEIVED
STATE HWY ENGR
APR 29 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-123-1307

(#2) 1978

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

May 2, 1977

TO
Executive Department
Federal Aid Coordination Unit

Clatsop-Tillamook Intergovernmental
Council
P.O. Box 488
Cannon Beach, OR 97110

D E Swan

FROM
D. E. Swan
Federal Aid Engineer

SUBJECT
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 1
Section: Nehalem River (CCC) Bridge
Highway: Nehalem River Road
County: Tillamook

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be June 1, 1977.

BLG: dpy

Attachment

cc:
G. L. Green
H. S. Coulter
F. E. Turpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison

Region Engineer: John Sheldrake
District Engineer: E. L. Everton
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
MAY 3 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
MAY 3 1977
Office of
Assistant State Highway Engineer

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 12] APPLICANT [45 — Department of Transportation | 46] DIVISION [79 — Highway Division

03 12] APPLICANT ADDRESS STREET [45 — Department of Transportation Building | 46] CITY [60 — Salem | 76] ZIP [80 — 97310

04 12] CONTACT PERSON [45 — L. W. Rulien | 46] AREA CODE [48 — 503 | 49] PHONE [55 — 378 | 56] EXTENSION [59 — 6563

01 12] PROJECT TITLE [71 — Nehalem River (CCC) Bridge

11 12] PROJECT LOCATION—CITY — Nehalem River Road
FAS - A727 | PROJECT LOCATION—COUNTY — Tillamook | PROJECT LOCATION [79 — SEC: - T: 24 R: 10W

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] This project is to construct a new bridge on new alignment, replacing an [71

07 12] existing obsolete structure, and to reconstruct approximately 0.75 mile of [71

08 12] State forest service road by passing a similar length of the existing county [71

09 12] road that includes two at-grade railroad crossings. [71

10 12] Length approximately 1.0 mile. [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
344,000	--	28,000	28,000	--	400,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71 — Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45 — US Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79 — FHWA

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPLY GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: May 2, 1977

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 June | 43] DAY [44 1 | 45] YEAR [46 1977

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Hwy. Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: May 2, 1977

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

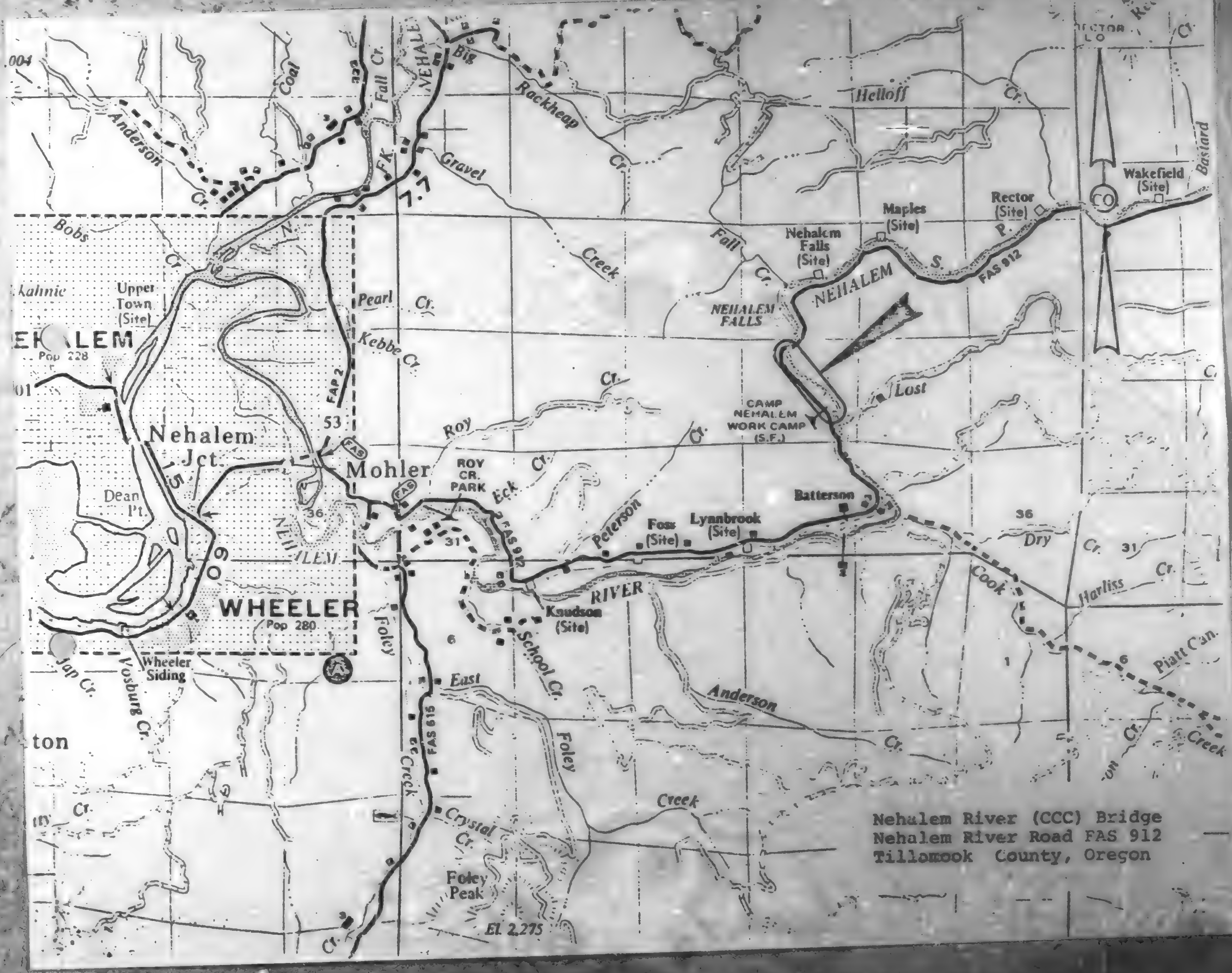
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 project of major-non significant environmental impact under Oregon's Action Plan.


NEHALEM
Pop 228
Nehalem Jct.
WHEELER
Pop 280
Wheeler Siding
Mohler
ROY CR. PARK
Upper Town (Site)
Dean Pt.
Knudson (Site)
Foss (Site)
Lynnbrook (Site)
Batterson
CAMP NEHALEM WORK CAMP (S.F.)
NEHALEM FALLS
Nehalem Falls (Site)
Maples (Site)
Rector (Site)
Wakefield (Site)
RIVER
NEHALEM
N. FK. NEHALEM
S. FK.
FAS 912
FAS 615
FAP 2
101
53
Foley Peak
El. 2,275
Rackheap Cr.
Helloff Cr.
Gravel Creek
Fall Cr.
Lost
Peterson
Roy Cr.
Eck Cr.
School Cr.
Anderson Cr.
Foley Creek
East Foley Creek
Crystal Cr.
Cook Creek
Dry Cr.
Harliss Cr.
Platt Can.
Jap Cr.
Vosburg Cr.
Pearl Cr.
Kebbe Cr.
Bobs Cr.
Coal
Big
Bastard
Kahnie

Nehalem River (CCC) Bridge
Nehalem River Road FAS 912
Tillamook County, Oregon

Form FHWA 121 (Rev. 5-73)

8978 2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: March 29, 1977

In reply refer to: 1041B.2

SUBJECT: Oregon RS-A727(-) PROJECT ASSESSMENT
Nehalem River (CCC) Bridge
Nehalem River Rd.
Tillamook County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

1207-J

The subject project assessment submitted with Mr. Rulien's March 15, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. K. Hosmer
fr
G. L. Green

CC:
OSHD (Potter)
" (Laux)
" (Region 2, Welsh)

RECEIVED
STATE HWY ENGR
APR 1 '77
REFER TO
Rulien
FOR

8978

fas A-727
Lane Co

Excerpt from 2/7/77 memo by W. A. Palmateer, OBEC Gen'l Manager
to Harold Reynoldson

5. CCC AND LOST CREEK SECTION OVER NEHALEM FOR TILLAMOOK COUNTY FAS-C

FHWA wants a Negative Declaration rather than an assessment. This is being made up

Is a revision in the [illegible] agreement needed?

Consultants Agreement for preliminary engineering and construction engineering submitted April 22, 1975, revised May 23, 1975, and revised October 27, 1976, OSHD approval not received. State Land Board permit received. Corps of Engineers permit sent August 10, 1976, and no word received. OSHD (Phil Stearns) reports project assessment submitted on April 22, 1975, has now been rejected by FHWA. Expect authorization to proceed sometime in 1977. Meanwhile design and alignment tacitly approved by OSHD on November 23, 1976. Final drawings and rough draft specifications will be completed in March 1977. Letting date planned for June 23, 1977.

Excerpt from 3/4/77 reply by G. N. Hopkins to above memo

FAS A-727

5. Nehalem River (CCC) Bridge - FAS-C - Tillamook County. Even though the consultant agreement was submitted April 22, 1975, the project could not be funded and was not approved until October 28, 1976. The agreement has been approved by OSHD, but will not be approved by FHWA until the assessment has been cleared. The assessment is presently being rewritten with a recommendation that a Negative Declaration be drawn up, in which case a public hearing will have to be offered. If you are doing preliminary engineering and design work prior to FHWA approval the county should be aware that such work is at the county's sole expense and only engineering work done after FHWA approval is federally reimbursable.

8978

2

CITY OF NEHALEM

P. O. BOX 143
NEHALEM, OREGON 97131

January 27, 1977

Oregon State Hi-way Division
P.O. Box 169
Tillamook, Oregon 97141

Mr. C. Anderson, Resident Engineer

Dear Sir:

1207-5

Under separate cover you have received 25 letters from City, County and State officials and from various business people who are all concerned about the replacement of the Nehalem Bridge. You are no doubt aware that the down stream location is preferred by the majority of those interviewed; also they feel enough surveys have been made.

It is the opinion of the Citizens Advisory Committee that a date should be made public as to the starting date of construction. It is felt that there would be nothing gained by holding a public meeting as the decision has already been made in the letters sent to your office. The people who have been interviewed, as well as the Citizens Advisory Committee, feel that you should furnish us with a definite schedule as to the starting date of construction.

The Citizens Advisory Committee is responsible for the surveys made, absolving the Nehalem Common Council of any of its content.

Respectfully,

Frank B Andrus
Frank B. Andrus
Chairman
Citizens Advisory Committee

c.c.
F. B. Klaboe
Administrator of Hi-ways
135 Transportation Bldg.
Salem, Oregon 97310

Nehalem Common Council

RECEIVED
STATE HWY ENGR
JAN 28 '77
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
DOT OPERATIONS
JAN 2[illegible] '77
REFER TO
Coulter
FOR
Info Inves R/D D/R Sign Act File

8978

2

Form HHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 23, 1976

In reply refer to: 1041B.2

SUBJECT: Oregon Project RS-A727(-)
Nehalem R. (CCC) Bridge
Nehalem R. Road

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon
Attn: L. W. Rulien

The environmental assessment on the subject project has been reviewed. We are returning the assessment for additional information. In order to evaluate the proposal, the limits of the entire section to be constructed should be considered. As the proposed new structure will be located approximately 3/4 of a mile from the existing structure and a new section of roadway would then be required, the assessment should cover the total proposed facility.

The assessment as now submitted would segment the proposed section and would not provide for the development of possible alternatives. Therefore, we are returning the assessment for re-analysis and consideration of assessing the entire length of the proposal.

G. K. Hoover
for G. L. Green

RECEIVED
STATE HWY ENGR
DEC 27 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy Patter
12-27-76

FAS A 727(912)
Till Co.

8978

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 17, 1976

FILE:

Philip O. Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: Consultant Agreement
Nehalem River (CCC) Bridge
Tillamook County

TO: G. N. Hopkins
PROJECT DEVELOPMENT ENGINEER

Attached are two copies each of page 6, page 5 of 5 Exhibit "C", page 1 of 1 Exhibit "D", Statement of Direct Costs and Overhead Costs, and one copy of the transmittal letter from Oregon Bridge.

The revised copies are to replace the appropriate sheets in the Consultant Agreement previously submitted for approval.

I have discussed the revised prices with Tillamook County Commissioners and they are in concurrence. A letter of confirmation will follow.

I realize this is the old form, but since we have the revised sheets I feel it is more expeditious to proceed with this one, rather than start over. You will note, Mr. Palmateer is in a hurry and would like a spring letting.

Please review the revised agreement, and if satisfactory, process expeditiously for approval.

POS/elf

Attach.

RECEIVED
COUNTY & CITY SECTION
NOV 17 1976
☐ ENGR. ☐ COOR. ☑ [illegible] ☐ AE ☐ [illegible]
☐ [illegible] ☐ [illegible] ☑ [illegible] ☐ [illegible] ☐

Approval of the plans for conformance to the adopted standards and procedures does not absolve the Consultants for inaccuracy of their field work, investigations, design and other data required for the preparation of these plans.

II. TIME.

It is agreed that the Consultant shall start performance under this contract not later than 20 calendar days after notification in writing by the County to proceed, and will have completed the services heretofore described up to the point of submitting preliminary plans to the Oregon State Highway Division within 120 calendar days thereafter. If, in the opinion of the County, an extension of time is warranted due to major changes required by the County or due to weather conditions or other factors beyond the control of the Consultants, the County shall determine the amount of such extensions in time and grant such extensions in writing.

III. PAYMENT.

A. PRELIMINARY AND DESIGN ENGINEERING FEE.

In consideration of the terms and obligations of this Agreement, the County agrees to pay to the Consultants, as full compensation for the services herein described, the lump sum of $18,750.00 Dollars, payable in monthly increments based on periodic progress reports of performance plus the actual costs of jobsite foundation drilling. Final payment will be made upon submission and approval of all items listed in I.A.5.

B. CONSTRUCTION ENGINEERING FEE.

The County also agrees to pay to the Consultant full compensation for the construction engineering services herein described, based on the Consultants' actual cost plus a fixed amount of $4,135.00 for profit, as shown in Exhibit D.

Partial payments may be made monthly, based on approved invoices plus a percentage of the fixed fee directly related to the percentage of construction work completed.

C. No retained percentages will be withheld from the Consultants' bills.

Exhibit "D"
Page 1 of 1

CONSTRUCTION ENGINEERING

COST ESTIMATE - JOB ENGINEERING

Project Engineer	20 Weeks	@ $87/day	$ 8,700.00
Assistant Engineer	6 Weeks	@ $66/day	1,980.00
Supervisory Engineer	2 Weeks	@ $120/day	1,200.00
Survey	4 Days	@$27.50/Hr.	880.00
Precast Inspection	1-1/5 Weeks	@ $58/day	440.00
			$13,200.00
Overhead Allowance @ 87.30%			$11,525.00
Miscellaneous Job Supplies and Communication			350.00
Job Expense and subsistence	26 Weeks	@ $60/week	1,560.00
Job Vehicle Expense	120 Days	@ $7/day	840.00
Precast Plant	750 Miles	@ .15/mile±	110.00
Fixed Fee - Lump Sum			4,135.00
		ESTIMATED TOTAL	$31,720.00

ESTIMATED CONSTRUCTION COSTS = $410,000

Engineering = 7.7%

NOT TO EXCEED $41,000 (10%) WITHOUT PRIOR AUTHORIZATION

Exhibit "C"
Page 5 of 5

SUMMARY OF PRELIMINARY ENGINEERING

Project Supervision	100	@	17.35±	$ 1,735.00
Project Engineering	350	@	14.00±	4,900.00
Drafting	145	@	8.20±	1,190.00
				$ 7,825.00
Overhead Allowance @ 87.30%±				6,740.00
Travel and Expenses				1,050.00
Communications				230.00
Printing and Supplies				475.00
				$16,320.00
Profit @ 15%±				2,430.00
			TOTAL	$18,750.00

OREGON BRIDGE ENGINEERING CO.

STATEMENT OF DIRECT COSTS AND OVERHEAD COSTS

For the Year Ended May 31, 1975
(Prepared without audit)

	1975
DIRECT COSTS	
Salaries and payroll taxes	$210,355
Outside services	1,493
Blueprinting	1,741
Travel, education and promotion.	2,858
Other costs.	8,904
Total	$225,351
OVERHEAD COSTS	
Administrative and office salaries and payroll taxes.	$ 77,040
Equipment lease and rental	420
Office supplies and expense.	8,464
Office rent.	6,971
Telephone.	3,229
Travel, education and promotion.	4,688
Utilities.	808
Taxes and licenses	696
Auto expense	1,287
Employee insurance	9,212
Professional services.	1,544
Dues and subscriptions	1,581
General insurance.	9,187
Depreciation	11,854
Contributions to profit sharing and pension trust.	51,134
Transportation repairs and maintenance	8,625
Total	$196,740
PERCENT OF OVERHEAD COSTS TO DIRECT COSTS	87.30%

Revised 9/9/76

Replaced

Approval of the plans for conformance to the adopted standards and procedures does not absolve the Consultants for inaccuracy of their field work, investigations, design and other data required for the preparation of these plans.

II. TIME.

It is agreed that the Consultant shall start performance under this contract not later than 20 calendar days after notification in writing by the County to proceed, and will have completed the services heretofore described up to the point of submitting preliminary plans to the Oregon State Highway Division within 120 calendar days thereafter. If, in the opinion of the County, an extension of time is warranted due to major changes required by the County or due to weather conditions or other factors beyond the control of the Consultants, the County shall determine the amount of such extensions in time and grant such extensions in writing.

III. PAYMENT.

A. PRELIMINARY AND DESIGN ENGINEERING FEE.

In consideration of the terms and obligations of this Agreement, the County agrees to pay to the Consultants, as full compensation for the services herein described, the lump sum of $15,875.00 Dollars, payable in monthly increments based on periodic progress reports of performance plus the actual costs of jobsite foundation drilling. Final payment will be made upon submission and approval of all items listed in I.A.5.

B. CONSTRUCTION ENGINEERING FEE.

The County also agrees to pay to the Consultant full compensation for the construction engineering services herein described, based on the Consultants' actual cost plus a fixed amount of $3,300.00 for profit, as shown in Exhibit D.

Partial payments may be made monthly, based on approved invoices plus a percentage of the fixed fee directly related to the percentage of construction work completed.

C. No retained percentages will be withheld from the Consultants' bills.

Exhibit "C"
Page 2 of 5

Replace

OREGON BRIDGE ENGINEERING COMPANY

OVERHEAD COSTS

Fiscal Year Ending - May 31, 1974

DESCRIPTION	AMOUNT	PERCENT
Administrative and Office Salaries and Payroll Taxex	$ 70,406	34.30
Equipment Lease and rental	630	.31
Office and Engineering Supplies and Expense	9,126	4.44
Office Rent	6,300	3.07
Telephone	2,944	1.43
Travel, Entertainment and Promotion	4,764	2.32
Utilities	571	.28
Taxes and Licenses	543	.26
Auto Expense	160	.08
Employee Insurance	7,313	3.56
Professional Services	782	.38
Dues and Subscriptions	1,430	.70
General Insurance	10,057	4.90
Depreciation	10,723	5.22
Contributuions to Profit Sharing and Pension Trust	38,422	18.75
Interest Expense	440	.21
Miscellaneous Expense	2,977	1.45
Transportation, Repairs and Maintenance	8,641	4.20
	$176,229	85.86

Percent of total annual direct project salary costs in the amount of $205,253.

Exhibit "D"
Page 1 of 1

Replaced

CONSTRUCTION ENGINEERING

COST ESTIMATE - JOB ENGINEERING

Project Engineer	16 Weeks @	$80/day	$ 6,400
Assistant Engineer	6 Weeks @	$60/day	1,800
Supervisory Engineer	2 Weeks @	$110/day	1,100
Survey	4 Days @	$25/Hr.	800
Precast Inspection	1-1/5 Weeks @	$58/day	440
			$10,540
Overhead Allowance 85.86%			9,050
Miscellaneous Job Supplies and Communication			300
Job Expense and subsistence	22 Weeks @	$60/week	1,320
Job Vehicle Expense	120 Days @	$7/day	840
Precast Plant	750 Miles @	115/mile±	110
Fixed Fee - Lump Sum			3,300
		ESTIMATED TOTAL	$25,460

ESTIMATED CONSTRUCTION COSTS = $350,000

Engineering = 7.2%

Exhibit "C"
Page 5 of 5

Replaced

SUMMARY OF PRELIMINARY ENGINEERING

Project Supervision	100 @ 14.85±	$ 1,485
Project Engineering	350 @ 12.00±	4,200
Drafting	145 @ 6.45±	935
		$ 6,620
Overhead Allowance 85.86±		5,685
Travel and Expenses		900
Communications		200
Printing and Supplies		400
		$13,805
Profit @15%±		2,070
	TOTAL	$15,875

8978

2

November 15, 1976

Tillamook County Board of Commissioners
Courthouse
Tillamook, OR 97141

Attention: June Wagner
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5872

Gentlemen:

Attached for your files is a fully executed copy of an agreement for construction of the Nehalem River (C.C.C.) Bridge on Foss Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

G. W. Head
COMMISSION SERVICES

[illegible]

Enclosure

bc: Don Harwell (agreement attached)

Form 81-734-~~1965~~ 8978

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Nehalem River (C.C.C.) Bridge
Highway Nehalem River Road FAS A727
County Tillamook County

Date October22, 1976
Authorization No. 1
Survey Prefix 529-1967 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is the west bank of the Nehalem River. The easterly terminus is the east bank of the Nehalem River. Total project length is approximatley 275 feet.

Purpose of survey:

To prepare plans, specifications and cost estimate to replace the existing bridge. This is an FAS-C project.

	Bridge	906	1,000 ←
	Field	901	300
	Citizen Participation	902	100
	County Forces	903	300
	[redacted]		
Estimate of cost:	Plans	905	250
	Utility	914	100
	hydraulics	918	500
	Specifications	921	500
	Environmental	923	200

3,250 State
18,750 Consult.

RS-A727(1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$22,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
For C. Andersen
James E. Chaney
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Deputy ~~Assistant~~ State Highway Engineer

SP*19780-734

OFFICE ENGINEERING SEC..ON
F. E. APPR. 6-28-77
FED. AID FAS-C STATE

FAS-C

√

NOTED

Rp

8978

2

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

DATE: September 23, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

AGENDA
SEP 28 1976

SUBJECT: Proposed FAS-C Projects

Attached are tabulations and maps describing and locating fifteen proposed federal-aid secondary projects.

Benton County has requested a project to pave the Bellfountain Road-Pacific Highway West Section (3.15 miles) of Greenberry Road. Estimated cost of the project is $300,000 with the cost to the State being approximately $21,000.

Clackamas County's request is for construction of the Pudding River (Red) Bridge Section of Arndt Road. The project consists of a 200-foot long bridge and a large overflow culvert structure with a total estimated cost of $460,000. Cost to the State would be approximately $32,000.

Harney County is requesting a project to surface and oil 7.2 miles of the Frenchglen Highway-Diamond Maintenance Station Section of the Old Diamond Highway at an estimated cost of $205,000. Cost to the State will be approximately $14,350.

Linn County has applied for a project to construct the Thomas Creek (Weddle) Bridge Section of Kelly Road. The new bridge will be 250 feet long and cost an estimated $200,000 with State matching money of approximately $14,000.

Another project Linn County has applied for is construction of the Upper Callapooya River Bridge Section on Callapocya River Road. This 240-foot long bridge will cost an estimated $250,000. The State's share of the cost would be approximately $17,500.

Marion County is requesting a project to construct a new bridge over the Pudding River on Nussom Road. The new bridge will be 300 feet long with a 30-foot roadway at an estimated cost of $350,000. State matching funds will be approximately $24,500.

Form 81-734-3123

Polk County is requesting a 3.5-mile project to grade, pave and widen one structure on the Godsey Road-Pacific Highway West Section of Clow Corner Road. Estimated cost of this project would be $250,000 including State matching funds in the amount of $17,500.

Tillamook County's request is for construction of the Nehalem River (CCC) Bridge Section on Foss Road. The new bridge will be 275 feet long and estimated to cost a total of $400,000 including State funds of $28,000.

Umatilla County has applied for a 1.2-mile project to grade, drain, curb, base and pave the Hermiston Highway-Umatilla/Stanfield Highway Section of Highland Avenue at an estimated cost of $240,000 with State funds of approximately $16,800.

Umatilla County has also requested a project to replace the McKay Creek (Shaw) Bridge on Spring Hollow Road at an estimated cost of $90,000 including State matching funds of $6,300.

Union County's project request is for construction of the Lookingglass Creek (Palmer Junction) Bridge Section of Forest Boundary Road. The 70-foot long bridge is estimated to cost a total of $100,000 including approximately $7,000 State funds.

Washington County has applied for a project to grade and pave the Tualatin Valley Highway-South City Limits (Cornelius) Section of South 10th Avenue and Golf Course Road at an estimated total cost of $340,000 including State matching funds of $23,800.

Yamhill County has requested three projects. The first is for construction of the Salmon River Highway-Deer Creek Section of Gopher Valley Road at an estimated cost of $220,000 including State funds of $15,400.

The second project is to grade and pave the 1.4-mile Hillcrest Road-Tindell Creek Road Section of Willamina Creek Road which is estimated to cost $200,000 utilizing $14,000 of State matching funds.

The third project is for construction of the Lafayette Highway-Webfoot Road Section of Palmer Creek Road. Estimated cost for this project is $160,000 including State funds of approximately $11,200.

This group of projects will appear on the agenda for your consideration at the September 28 meeting. I recommend your approval and request authority to sign the project agreements following negotiations.

Att.

MCH:sch ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
Don Harwell
V. E. Skoog
George Bell
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
W. E. Schwartz

TILLAMOOK COUNTY
Proposed FAS-C Project

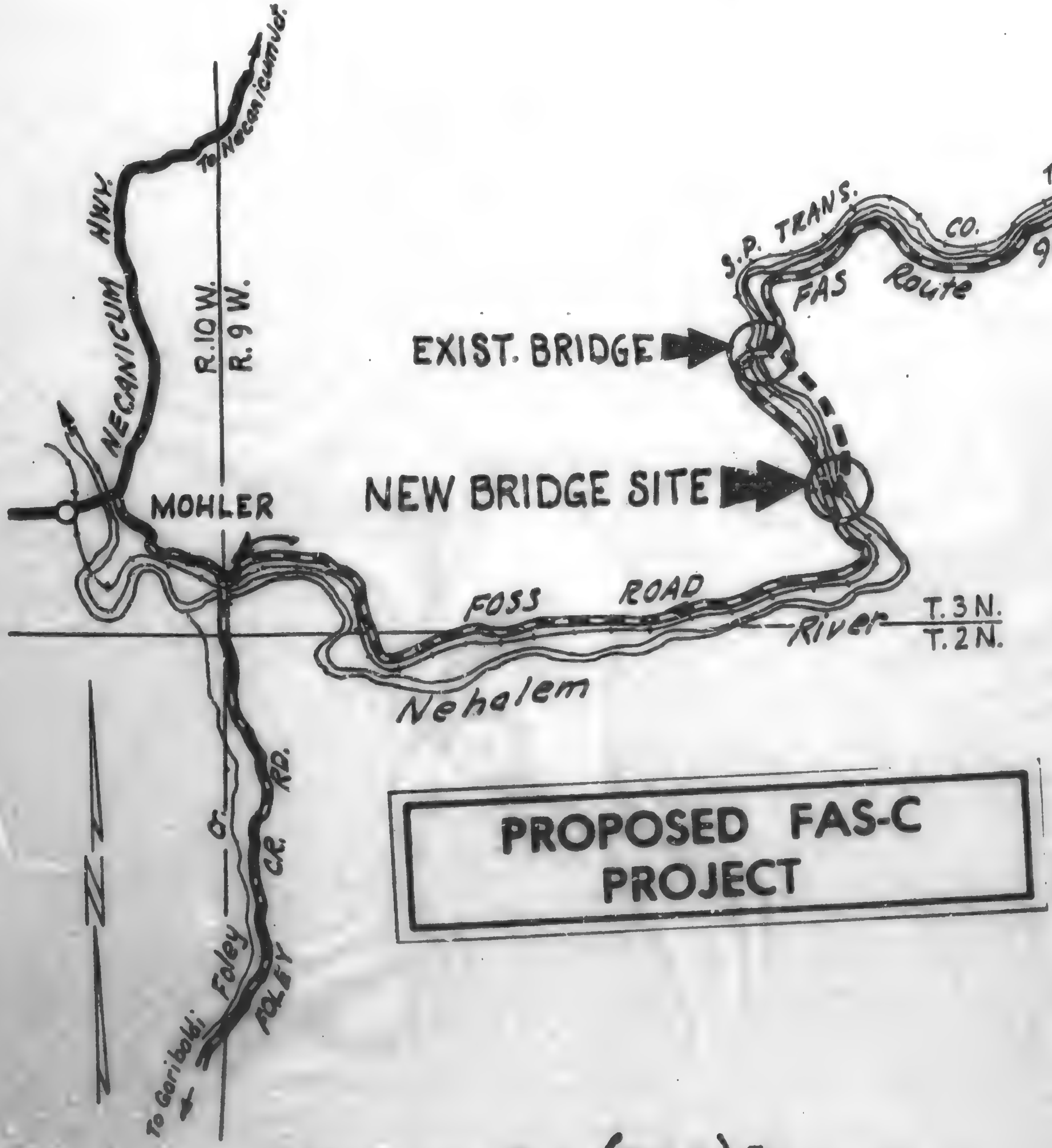
Nehalem River (C.C.C.) Bridge Section
Foss Road, County Road No. 507
FAS A727
Structure
$400,000

Construct a reinforced concrete bridge on new alignment approximately 265 feet long with a 32-foot roadway and no sidewalks. The structure and temporary construction signing will be by contract. County will construct all approaches including grading, basing, paving, riprap and guardrail. The existing bridge will be used as a detour and removed by the county.

Additional right-of-way will be required and a public hearing will be offered.

All engineering will be done by a consultant with monitoring by State.

76-f
9/13/76


To Necanicum Jct.
NECANICUM HWY.
R.10W.
R.9W.
MOHLER
EXIST. BRIDGE
NEW BRIDGE SITE
S.P. TRANS. CO.
To Elsie
FAS Route 912
FOSS ROAD
Nehalem River
T.3N.
T.2N.
N
Foley Cr.
FOLEY CR. RD.
To Garibaldi
PROPOSED FAS-C PROJECT

NEHALEM RIV. (C.C.C.) BRIDGE

FOSS ROAD FAS 912

Tillamook County

8978

fas 912
Till Co

March 16, 1976

Tillamook County Board of Commissioners
Courthouse
Tillamook, OR 97141

Attention: Mr. F. E. Knight
Commissioner

RE: Proposed FAS-C Project
CCC Bridge Section
Foss Road, FAS 912

Gentlemen:

We have reviewed Tillamook County's FAS-C project request for the CCC Bridge. We had about $2,464,000 left in accumulated unreserved funds; however, since Tillamook County was No. 31 on the project priority list, the funds were depleted by counties having a higher priority. So we are holding the project request until Congress enacts the new Federal Aid Highway legislation and appropriates corresponding funds. The County should be advised that these funds probably will not be released in time for proposed projects to be developed and programmed for the 1976 construction season.

Tillamook County currently has over-programmed some $60,000; however, should the next allocation be similar to this year, it would bring you to the plus side and, with a five year advance, allow for a project upward to $900,000.

Very truly yours,

for D. N. Harwell
County and City Engineer
Project Management Section

DNH:mm

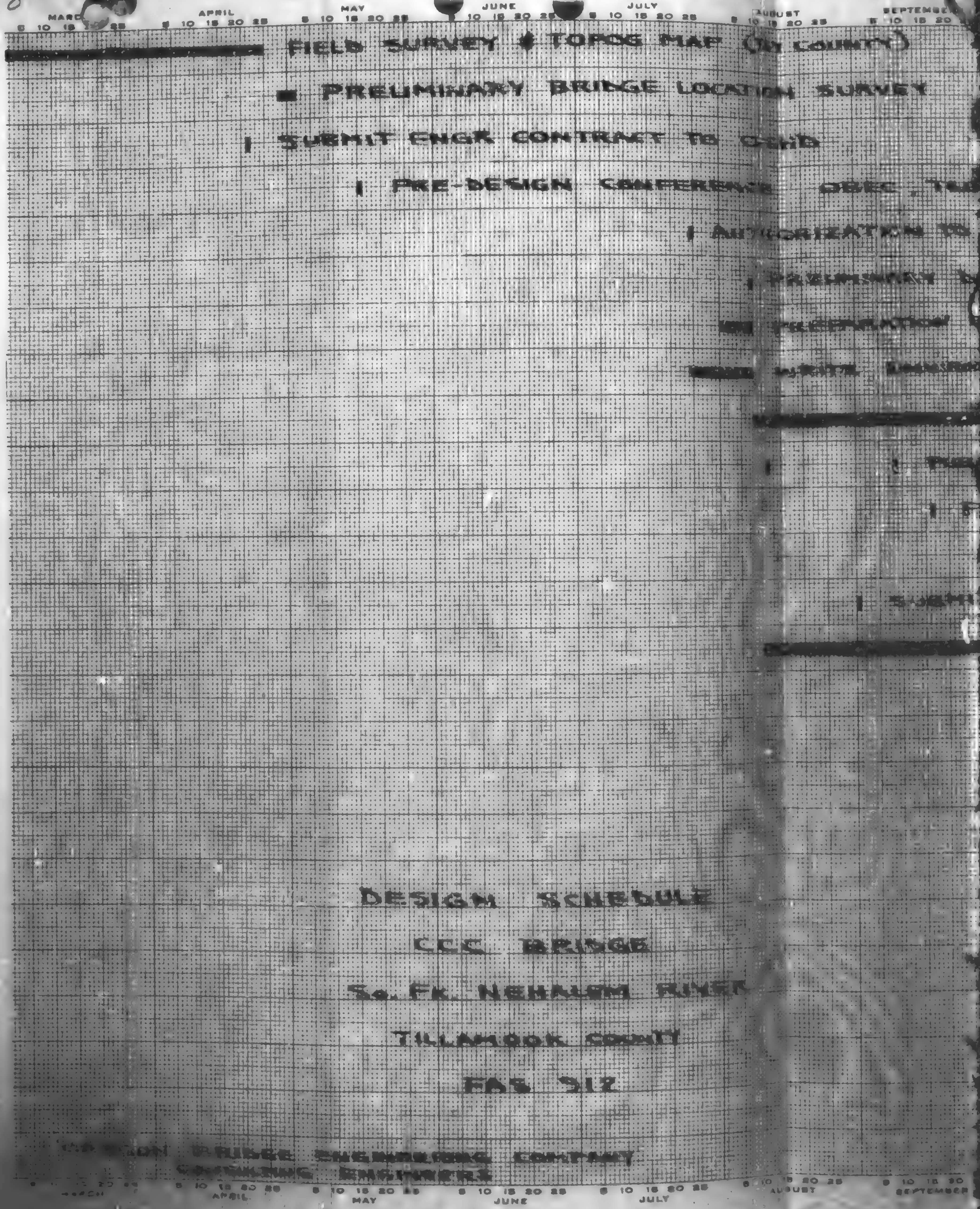
cc: Phil Stearns

☐ ENGR. ☐ ASST. ☒ OE ☐ [illegible] ☐ [illegible]
☐ UPE ☐ CE ☒ RE ☐ [illegible] ☐

8978

6-75

1975



DESIGN SCHEDULE

CCC BRIDGE

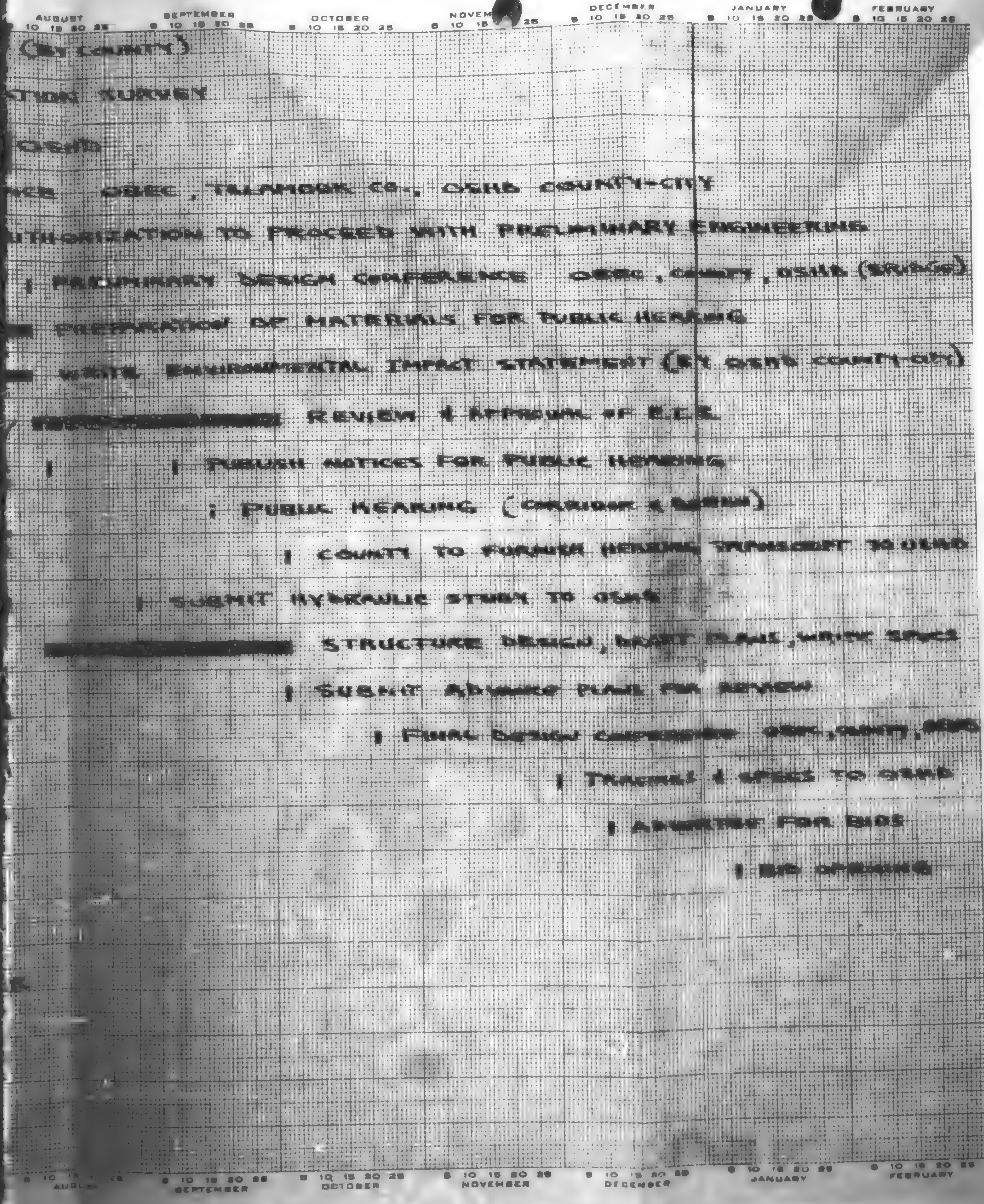
So. Fk. NEHALEM RIVER

TILLAMOOK COUNTY

FAS 912

OREGON BRIDGE ENGINEERING COMPANY
CONSULTING ENGINEERS

1976



(BY COUNTY)

TION SURVEY

OSHD

CE OSEC, TILLAMOOK CO., OSHD COUNTY-CITY

UTHORIZATION TO PROCEED WITH PRELIMINARY ENGINEERING

PRELIMINARY DESIGN CONFERENCE OSEC, COUNTY, OSHD (BRIDGE)

PREPARATION OF MATERIALS FOR PUBLIC HEARING

WRITE ENVIRONMENTAL IMPACT STATEMENT (BY OSHD COUNTY-CITY)

REVIEW & APPROVAL OF E.I.S.

PUBLISH NOTICES FOR PUBLIC HEARING

PUBLIC HEARING (CORRIDOR & DESIGN)

COUNTY TO FURNISH HEARING TRANSCRIPT TO OSHD

SUBMIT HYDRAULIC STUDY TO OSHD

STRUCTURE DESIGN, DRAFT PLANS, WRITE SPECS

SUBMIT ADVANCE PLANS FOR REVIEW

FINAL DESIGN CONFERENCE OSEC, COUNTY, OSHD

TRACINGS & SPECS TO OSHD

ADVERTISE FOR BIDS

BID OPENING

5 10 15 25
AUGUST
5 10 15 20 25
SEPTEMBER
5 10 15 20 25
OCTOBER
5 10 15 20 25
NOVEMBER
5 10 15 20 25
DECEMBER
5 10 15 20 25
JANUARY
5 10 15 20 25
FEBRUARY

8978

~~Till Co~~
~~FAS 912~~

(Ex - ref to FA funds)
ie - See AOC file

Com 19-1
n-5p

L.

1859

ROBERT W. STRAUB
[redacted]
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

**OREGON STATE
HIGHWAY DIVISION**

June 23, 1975

The Honorable Charles D. Bailey
Chairman, Tillamook County
Board of Commissioners
Post Office Box 266
Tillamook, Oregon 97141

Dear Mr. Bailey:

In reply to your request of March 28 concerning the CCC Bridge over the Nehalem River east of Mohler in north Tillamook County, I must advise you that the FAS-C funds for Tillamook County have been expended.

I understand you have entered into an agreement with a consulting engineering firm to complete both preliminary and construction engineering on this project. If this were to be accomplished as an FAS-C project, the total cost would be approximately $400,000, which would require a five-year advancement of future FAS allocations to your County.

The current national highway bill included the funding through 1976 and these monies have been all apportioned. At this time we do not know what the new highway bill will look like or when it will be enacted. There are indications that Congress may delete the majority of existing categorical grants and establish new programs, perhaps related to urban and rural projects. This may have a considerable effect on funding levels.

A number of Oregon counties have accumulated FAS-C funds to such a degree that if Congress elected to delete the categorical grants, it could mean a substantial loss to the State. For instance, there is some $8.3 million unobligated funds available for expenditure on the FAS-C System. FAS-C funds allocated to the counties have, in several instances, grown to quite large amounts on an accumulative basis and these monies need to be put to work. Following is a list of some of the counties which are in that category:

The Honorable Charles D. Bailey
June 23, 1975
Page two

County	Allocation	Years Held	6-17-75 Balance
Curry	$ 57,000	1½	$ 74,000
Gilliam	36,000	9	318,000
Grant	48,000	4	191,000
Harney	56,000	2	104,000
Jefferson	53,000	2	109,000
Klamath	79,000	5	401,000
Lane	203,000	2½	462,000
Lincoln	77,000	3½	251,000
Linn	151,000	3	473,000
Morrow	52,000	5	256,000
Multnomah	60,000	5	318,000
Polk	71,000	1½	128,000
Sherman	35,000	4½	154,000
Umatilla	130,000	7	532,000
Wallowa	49,000	2	101,000
Wasco	57,000	6	314,000
Washington	135,000	8	1,100,000
Wheeler	31,000	6	186,000
Yamhill	90,000	4½	418,000
Total Unobligated Funds			$5,890,000

6/24 ⊗ TAC plans to meet Tech Committee [illegible] July or [illegible] to formulate redistribution policy. H

⊗ [redacted]

In addition, we are very much interested in putting this available money to work to help the economy and to make needed transportation improvements. Due to the factors mentioned, we cannot approve an advance on possible future allocations.

INFO TAC Committee set up to formulate policy.

Very truly yours,
ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe, Administrator
and State Highway Engineer

② Meeting to discuss to be held 8-14-75 DnH

cc: Association of Oregon Counties

bc: A. E. Johnson
E. S. Hunter
L. W. Rulien
Don Harwell
C. O. Fredrickson

LWR:jb srb

See/buildy A.O.C. R

PROJECT MANAGEMENT SECTION
ROUTING | ACTION | INFO
P. M. ENGINEER
[illegible] ENGR.
OFFICE ENGR.
COUNTY-CITY
FEDERAL AID
INVENTORY-NEED
MILEAGE CONTROL
PROG. & SCHEDULE
REMARKS:
JUN 23 1975 FASC DnH

Till. Co.

BOARD OF COMMISSIONERS
R. F. BRENNAN
F. E. KNIGHT
CHAS. D. BAILEY

TILLAMOOK COUNTY BOARD OF COMMISSIONERS
P. O. BOX 266
TILLAMOOK, OREGON 97141

March 28, 1975

Mr. Don Harwell
County and City Engineer
State Highway Division
Salem, Oregon 97310

Dear Mr. Harwell:

RE: Replacement of
CCC Bridge

We enclose County Road FAS-C Project Request on FAS #912 for replacement of the CCC Bridge on the Foss Road over the Nehalem River.

We estimate that the bridge will cost in the neighborhood of $240,000, and it will be necessary that we borrow funding for three years or longer to complete construction of the facility, as Tillamook County has no other funds with which to build the bridge.

1x
300.000±
more realistic

Inasmuch as the location of the structure is several miles above tidewater, and in view of the fact that the Coast Guard gave us the go-ahead on the Sollie Smith Bridge, which is above tidewater, we do not believe that Coast Guard approval will be necessary. We enclose a copy of a letter written to us by the Coast Guard in regard to the Sollie Smith Bridge.

If possible, we would like the Highway Division right-of-way people to review our right of way requirements on this project.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Chas D. Bailey

Chas D. Bailey
Chairman

Enc.

RECEIVED
COUNTY & CITY SECTION
MAR 31 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPC ☐

8978

2

June 16, 1978

I. J. Schneider, M.D.
Rinehart Clinic
Wheeler, Oregon 97147

Dear Dr. Schneider:

Maintaining the asphalt surface on the wood decking of the Nehalem River Drawbridge and similar structures requires an established procedure and special crews.

The Highway Division attempts to maintain one-way traffic during any repair operation and, if possible, to open the bridge to two-way traffic at the end of each day. Patching a wooden deck such as this does not lend itself to what might be considered an efficient operation; however, the method being used has been found to be the best under the circumstances.

The Highway Division has examined their operation and considered 10-hour workdays or housing their crew at temporary headquarters, and the additional expense of the overtime or per diem could not be justified.

Thank you for taking the time to share your concern.

Sincerely,

Governor

RWS:lb

bcc: Department of Transportation
George M. Baldwin
A. E. Johnson
H. S. Coulter
C. O. Fredrickson

TWL:elk HSK:fa srb

(Prepared for the Governor's signature subject to his approval.)

001415

41

Dorothy White Rinehart, M.D.
Irvin J. Schneider, M.D.
Harry G. Beckwith, M.D.
James D. Hauschildt, Ph.D., M.D.
George L. Marshall, M.D.
Herbert D. Lewis, M.D.

D. M. Cary, Manager

RINEHART CLINIC
PHYSICIANS & SURGEONS
503-368-5111
WHEELER, OREGON
97147

RECEIVED
JUN 2 1975
Governor's Office

[illegible]

Please prepare draft reply
for Governor's signature
by 5-12
Thank you.

30 May 1975

Honorable Robert Straub
Governor of Oregon
State Capitol Building
Salem, Oregon 97310

Dear Sir:

This is a comment on the questionable efficiency of the bridge crew working on the bridge south of Nehalem. Their procedure is to apparently drive from Astoria, arriving on the job sometime after 9:00, usually around 9:30 in the morning, taking a jackhammer, cutting up little patches of blacktop, and removing some of the Port Orford cedar decking, then a few of the 4 x 10 subdecking, replacing these small areas with new 4 x 10 pieces and new Port Orford cedar, then blacktopping the area and taking off for home. The same procedure is followed the next day, over a period of five or more days. Some of these little areas were side-by-sides, some of them scattered over the bridge deck, and occasionally, when they have surplus blacktop, they dump it over the shoulder just off the ramp of the bridge, and I would estimate this to amount to close to two yards of blacktopping.

There is no question about the inefficiency of performing tasks in such a manner. If they would start earlier in the morning and work a little later in the evening, they at least could handle three or four of these areas in one day. If it amounted to paying overtime, it still would not cost as much as having them driving back and forth each day and getting to work late and leaving early and accomplishing so little. This procedure is not only wasteful, but also very expensive. As I drive back and forth over the area four times a day, these things painfully come to my attention, and we are speaking of a crew of four or five men plus two traffic control individuals. I hesitated to say anything for the first week as they disappeared, but the past two days they are back, and now they are tearing up little 3 x 4 squares hither and yon, and I am always wondering just how rotten this Port Orford cedar and treated timbers can get, plus how they judge where to chop up a little hole and replace the decking, but I certainly feel that their whole procedure could be checked out for a more efficient method to accomplish this same objective, and by producing more work, I feel they would be entitled to ask for an increase in pay.

RECEIVED
STATE HWY ENGR
JUN 5 '75
REFER TO

FOR
Info	Inves	R/D	D/R	Sign	Act	File

9-2

RECEIVED
JUN 3 1975
OFFICE
DIRECTOR of TRANSPORTATION

Yours very truly,

I J Schneider

I. J. Schneider, M. D.

8778 Fas 912, Till Co

Salem, Oregon

June 13, 1975

Mr. L. W. Rulien
Project Management Engineer

Robert H. Prange
Rural Engineer
County-City Unit

Proposed FAS-C Project
Nehalem River (C.C.C.) Bridge
FAS 912, Tillamook County

Tillamook County officials were contacted concerning the financing of the proposed Nehalem River (C.C.C.) Bridge, FAS-C project. The County has exhausted all sources of additional FAS funds with which to construct the project. Those counties which, according to our records, have large backlogs of funds were contacted by Tillamook County and none of them were willing to transfer any FAS funds to Tillamook County.

In the meantime the estimated project cost has gone up to $350,000 plus $41,000 for consultant engineering. So we are looking at a good round figure of $400,000, which now means a five-year advancement on future FAS-C funds.

What is our next move? We need some direction on financing before we either send the project to the Transportation Commission for approval or inform Tillamook County of the alternatives.

RHP:gch

☒ ENGR. ☐ ASST. ☐ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

FORM 6-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 28, 1975

TO
Mr. L. W. Rulien
Project Management Engineer
BUILDING

Robert H Prange

FROM
Robert H. Prange
Rural Engineer
County-City Unit

SUBJECT
Nehalem River (CCC) Bridge
Foss Road, FAS 912
Tillamook County

Bi -
Priority of the [illegible]
make available all their FAS-C funds
R

We have received an FAS-C project request from Tillamook County relative to the relocation of the CCC Bridge over the Nehalem River east of Mohler in north Tillamook County.

It is presently estimated that the new structure will cost approximately $290,000. In addition Tillamook County has selected Oregon Bridge Engineering Company to do the preliminary and construction engineering on a consultant basis for an additional $38,000. Therefore the estimated total project cost is $328,000.

With the amount of FAS-C funds that the county is presently in the hole ($52,000) plus the amount of their proposed bridge project ($328,000), Tillamook County would have to commit their future FAS-C funds for about the next four years. This means that the county would not be even or above board again until 1979, provided that FAS-C allocations continue at their present level of approximately $90,000 per year to Tillamook County.

Please review Tillamook County's request and determine the feasibility of allowing them to extend their FAS-C fund credits for another four years. After this has been determined we can send the project to the Transportation Commission for approval.

RHP:scr

5-15-75
Larry.
Project OK if Tillamook
Co. can arrange to use
another counties funds. They
should make the arrangements.
ESH

Prange
Discuss
plan

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
[illegible] ENGINEER		
[illegible] ENGR.		
OFFICE ENGR.		
COUNTY-CITY	FASC	Dutt
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. SCHEDULE		
REMARKS:		

APR 28 1975

8978

April 8, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Attention Mr. H. A. Schell, Jr.

Dear Mr. Green:

Special Bridge Replacement Program

The following is a summary status report of the top 20 bridges on the State's Special Bridge Replacement List. Six structures have been added to this list of 20. These are the structures for which revised ratings have been submitted and which are anticipated to have low sufficiency ratings.

Item No.	Bridge No.	Bridge Name	Sufficiency Rating	Estimate
1	9069	Second St., LaGrande, Evans, C4, St	22.0	$ Not Available. Need Bond Issue

City of LaGrande project. Preliminary design completed by Oregon Bridge Engineering Co. No work on final design pending decision on financing by the City and approval of participation by the Union Pacific Railroad. The existing Second St. overcrossing cannot be closed until the now-under-construction LaGrande Undercrossing is completed.

Item No.	Bridge No.	Bridge Name	Sufficiency Rating	Estimate
2	18T01	Cosine Cr. in McMinnville Evans? C4, St	23.7	$ 360,000 ?

4-4-75 City will construct fill & culvert not using SBRP $ - City passed bond issue D.H.

This crossing on Davis St. is under study by the City. Proposed replacement is with a culvert and embankment. Funding was to be the subject of a special city bond issue.

4-15-75 Discussed with Wills, need agree[illegible] & commitments on local [illegible] [illegible]

REFER TO Wills Division Engineer

DISCUSS 4-14

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Item No.	Bridge No.	Bridge Name	Sufficiency Rating	Estimate	
(3.)	32C11	Bear Cr., Wallowa County FASC ~~Co. Rd~~ FAS-476 now 72-104	36.3	$ 150,000	

Presently programed for replacement as an FASC project. Scheduled for contracting 6-19-75.

(4.)	12935	Thomas Creek Br., Linn Co. Co. Rd	42.1	200,000	Co

No survey for replacement to date.

(5.)	6070	Oswego Lake Outlet, City of Lake Oswego FAUS ~~City~~	43.1	350,000	75 FHWA 25 City $

4-8-75 City $ available after 7-1-75 or borrow prior if necessary.

Preliminary plans have been approved by the City. The State is preparing final plans for the City. The City anticipates having their share of financing available after July 1, 1975.for replacement under the SBR fund if such funds become available. ok

rl ✓6.	574	Nehalem River Bridge Highway 9	44.0	1,600,000	(Cr/with) Region

No survey for replacement to date.

7.	583	Willamette River Bridge at Harrisburg, Hwy 58	48.1	1,438,532	ok

Unobligated 1975 and 1976 SBR funds have been applied to reconstruction of approaches now under contract.

rl? 8.	1000	Snake River Bridge Idaho Ave. in Ontario, Hwy #455	48.3	2,000,000	

Design is 15% complete. No active design at this time. Scheduling is dependent upon release of additional SBR funds and Idaho's ability to finance their share.

(9.)	13089	Beaverton Creek City-Co.?	49.2	105,000	Co

No survey to date. Formerly FAS 839 - Wash Co. - Now an urban route
SW 185th Ave FAU-0035
Approx 1 mile North of Aloha

Item No.	Bridge No.	Bridge Name	Sufficiency Rating	Estimate
10.	1C117	Powder River Bridge	51.2	$ 100,000
No survey to date.				
11.	662	Rock Creek Bridge	51.9	360,000
Replacement proposed—a super span arch. Scheduled for third quater 1975.				
12.	7C11	Crooked River Bridge at Lone Pine	52.4	280,000
No survey to date.				
13.	200	Hood River Bridge at Hood River	52.7	605,000
Old survey would require re-evaluation. No active work at this time.				
14.	7C12	Crooked River-Elliott Rd.Br.	53.1	165,000
No survey.				
15.	598	Coquille River at Coquille	53.7	1,625,000
Major relocation. No work at this time.				
16.	2058	Santiam River at Mill City	53.9	
Sufficiency rating being reviewed. Existing bridge may not warrant present rating. No replacement being planned.				
17.	2728	Willamette River-Van Buren St., Corvallis	54.6	3,100,000
Survey completed. Preliminary structural design complete. Public hearing and EIS required. No active design work at this time.				

Item No.	Bridge No.	Bridge Name	Sufficiency Rating	Estimate
18.	1731	Malheur River Bridge	56.8	$ 700,000
Plans are 90% complete. Scheduled for third quarter 1975.				
19.	1803B	Millican Creek Bridge	57.0	265,000
No survey to date.				
20.	1251	Ritner Creek Bridge	57.4	520,000
Plans 90% complete. Scheduled for 6-19-75.				
		Yachats River Bridge		600,000
Plans 80% complete. Scheduling contingent upon availability of SBR funds.				
		Chehalem Creek Bridge		2,650,000
Plans 70% complete. Scheduled for 6-19-75.				
		Polaski Creek Bridge		
No survey to date.				
		Williamson River Bridge		
No survey to date.				
	4821A	Grande Ronde River Bridge at Island City		700,000
Plans are complete. Scheduling contingent upon availability of SBR funds.				

If there is unrestricted release of Special Bridge Replacement funds, the State would be able to contract between June and September of 1975 the bridges listed under Items 3, 5, 11, 18 and 20, plus the Yachats River Bridge, the Chehalem Creek Bridge, and the Grande Ronde-Island City Bridge.

Very truly yours,

ORIGINAL SIGNE
WALTER J. HAR

Walter J. Hart
Bridge Engineer

WJH:dh

cc E. S. Hunter
H. S. Coulter
L. W. Rulien
John H. Wood

8978

fas 912
Till Co

BOARD OF COMMISSIONERS
R. F. BRENNAN
F. E. KNIGHT
CHAS. D. BAILEY

TILLAMOOK COUNTY BOARD OF COMMISSIONERS
P. O. BOX 266
TILLAMOOK, OREGON 97141

March 28, 1975

Mr. Don Harwell
County and City Engineer
State Highway Division
Salem, Oregon 97310

Dear Mr. Harwell: RE: Replacement of CCC Bridge

We enclose County Road FAS-C Project Request on FAS #912 for replacement of the CCC Bridge on the Foss Road over the Nehalem River.

$300,000± more realistic

We estimate that the bridge will cost in the neighborhood of $240,000, and it will be necessary that we borrow funding for three years or longer to complete construction of the facility, as Tillamook County has no other funds with which to build the bridge.

Inasmuch as the location of the structure is several miles above tidewater, and in view of the fact that the Coast Guard gave us the go-ahead on the Sollie Smith Bridge, which is above tidewater, we do not believe that Coast Guard approval will be necessary. We enclose a copy of a letter written to us by the Coast Guard in regard to the Sollie Smith Bridge.

If possible, we would like the Highway Division right-of-way people to review our right of way requirements on this project.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Chas D. Bailey
Chas D. Bailey
Chairman

Enc.

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MAR 31 1975
☑ ENGR. ☐ COOR. ☑ BE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

8778

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Tillamook FAS No. 912 Date 3/27/75
County Road Name Foss County Road
Section Name None
Type of Project Bridge
Location of Project (Attach sketch map) Sec. 27 Twp. 3N., R. 9W., W.M.
ADT 450 Design Speed 35

Is this request for county bridge design only? Yes ____ No X
county FAS bridge design? Yes ____ No X
Will County hire consultant for this project? Yes X No ____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

BY COUNTY 100% FUNDING

1. Traveled Surface: Type AC (AC, Pug Cold Mix, Penetration Mat) Total Travel Width 22

2. Shoulders: Type Crushed Rock (AC, Pug Cold Mix, Oil Mat) Width Each Side 4 Total Top Width 30

3. Grading & Drainage:
By County X County Date of Completion July '75 By Contract -

4. Bottom Base Course:
By County X County Date of Completion July By Contract -
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County X County Date of Completion July By Contract -

6. Binder Course:
By County X County Date of Completion July By Contract ____

7. Traveled Surface & Shoulders:
By County X County Date of Completion 30 days after bridge completion By Contract ____

8. Clearing:
By County X County Date of Completion April '75 By Contract -

9. Curbs:
Curbs Required? Yes ____ No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ____

OTC App'l 9/23/75

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COUNTY & CITY SECTION
MAR 21 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ SE ☐ RE ☐ UPE ☐

COST	TOTAL	FED.	STATE	COUNTY
	400,000	344,000	28,000	28,000

	1976	1996
ADT	100	160
DHV	15	25

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes ________ No x ______
If answer is No, which of the following applies?
Contrary to public safety ________ Cost excessive to need or use X ________
Sparse population x ________ Area exempt from bike law ____________
What is desired width of trail or walkway ____________ ft.
What type of surface treatment is desired ______________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes ________ No __________
What type of separation from roadway will be used? ______________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes ________ No __________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes X ________ No __________

12. Will replacement be by: County __________ Contract X ________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes ____ No X ____

14. Will County adjust structure to additional width? Yes ____ No X ____

15. Will adjusted width be standard? Yes X ____ No ____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes X ____ No ____

17. Does County wish sight posts installed? Yes X ____ No ____

18. Does County wish State to permanently stripe project? Yes ____ No X ____

19. Will County do striping? Yes X ____ No ____

20. Does County wish guardrail installed? Yes X ____ No ____
By County X ____ Contractor ________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes ____ No ____
By seeding and mulching Yes ____ No ____
By rock blanket Yes ____ No ____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes X No ____

23. Can through traffic be detoured? Yes X No ____

24. Must new detour be constructed? Yes ____ No X ____

25. Will detour be constructed and maintained by County? Yes X No____

26. Will detour be constructed & maintained by Contractor? Yes____ No X

27. Will County sign project outside work area during construction?
Yes____ No x

28. Will Contractor sign project outside work area during construction?
Yes X No____

29. Should contract provide for permanent signing? Yes____ No X

30. Should State do permanent signing? Yes____ No X

31. Will traffic signals be required? Yes____ No X
If yes, give location and type desired____

32. Is project contingent upon other factors? Yes____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain____

Remarks re Section I: Par. 13 & 14 County will adjust grade to new structure

II. BRIDGE PROJECT DATA

1. Name of river or stream NEHALEM BRIDGE

2. Name of bridge C.C.C.

3. Dimensions of existing bridge. Length 248 Roadway Width 18

4. Type of design and material used in existing bridge. A-Frame Wood
AC over steel deck

5. Location (please attach map with location marked): ____
Section 27 Township 3N Range 9W W.M.

6. Desired width of proposed bridge 32' Approx. length 275'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

See typical Section 30'

7. Are sidewalks desired? Yes____ No X
Upstream____ Downstream____ Width____

8. Does County wish a particular type of bridge design? Yes X No____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Concrete
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes X No____
Explain County will pave deck at County expense

10. Foundation Testing: By County? Yes X No____
By State? Yes____ No X

11. Will County close road during construction? Yes____ No X

12. Can presently established road be used as detour? Yes X No____

13. Must a new detour be constructed? Yes____ No X

14. Will detour be constructed & maintained by County? Yes X No____

15. Will detour be constructed & maintained by Contractor? Yes____ No X

16. Will County sign project outside work area during construction?
Yes____ No X

17. Will Contractor sign project outside work area during construction?
Yes X No____

18. Approaches or Connections by County Yes X No____
by Contractor Yes____ No X
Traveled surface: Type AC Width 22
Shoulder surface: Type Rock Width 4 each side
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes X No____

N.W. quadrant distance from structure 150'
N.E. quadrant distance from structure 300
S.W. quadrant distance from structure ---
S.E. quadrant distance from structure ---

20. Guardrail: Desired on approaches or connections: Yes __X__ No_____
By County __X_____ Contractor_______
Right side only? Yes______ No______
Both sides? Yes__X___ No______

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No__X__
Use for detour? Yes__X__ No_____
Removed by County? Yes__X__ No_____
Removed by Contractor? Yes_____ No__X__
Salvaged by Contractor for County? Yes_____ No__X__

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes__X__ No_____
By Contractor? Yes_____ No__X__

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No__X____ Size___________
Company_______________________________________
b. Sanitary sewer mains: Yes________ No__X____ Size___________
Company_______________________________________
c. Storm sewer: Yes________ No__X____ Size___________
Company_______________________________________
d. Gas mains: Yes________ No__X____ Size___________
Company_______________________________________
e. Power lines: Yes________ No__X____ Size___________
Company_______________________________________
f. Telephone lines: Yes________ No________ Size___________
Company_______________________________________
g. Other Utilities:___None___________________________
____

24. Does County wish provisions made for future utility attachment to structure? Yes________ No__X____

25. Does County wish lightpost bases and conduit installed? Yes________ No__X____

26. Does County wish complete job of illumination in project? Yes________ No__X____

27. Is project contingent upon other factors? Yes_______ No___X___ (Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ____

Remarks re Section II: Existing bridge useable for max. G.V.W. 10,000 lbs.

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes________ No__x______
   By Consultant? Yes________ No__x______
   By County? Yes__x______ No________
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes__x______ No__________

3. Construction plans and specifications to be prepared:
   By State? Yes________ No__X______
   By Consultant? Yes__X______ No________
   By County? Yes________ No__X______

4. Does County desire center line to be permanently monumented as part of project? Yes__x____ No______

5. Does County desire right-of-way to be permanently monumented as part of project? Yes______ No__x____
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

County to monument centerline and R/W lines. Bridge construction to be supervised by consultant and all construction engineering to be by consultant.

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60 Minimum 60

2. Is any additional right-of-way needed? Yes X No ____ (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes X No ____

4. Should State negotiate & acquire right-of-way in behalf of County? Yes ____ No X

5. Should State prepare options? Yes ____ No X

6. Should material source site be included in right-of-way descriptions? Yes ____ No X

7. Is there any merchantable timber on right-of-way? Yes ____ No X

8. Will timber be reserved for owner? Yes ____ No X
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes ____ No X

10. Is a hearing necessary? Yes X No ____
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes X No ____
If yes, give type and name of utility company: Tillamook P.U.D.

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No ____
If yes, give type and name of utility company: Tillamook P.U.D.
(currently being moved.)

13. Are utilities on existing right-of-way by permit ____ or by franchise X
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes ____ No X
If yes, give name of irrigation company or district ____
and dates between which water can be turned off: From ____
To ____

15. Are there any railroad crossings? Yes ____ No X

16. Name of Railroad Southern Pacific R.R. adjacent to project

17. Number of tracks: Mainline 1 Siding 0 Total 1

18. Sight Distance: No X-ing (Left) ______ (Right)

19. Number of Trains: Passenger ______ Speed ______
Freight 2/week Speed 30 MPH

20. Angle of Intersection: None

21. Type of Existing Crossing:
Grade X
Overcrossing ______
Undercrossing ______

22. Existing Protection:
Advance warning signs X Automatic flashing ______ Stop signs ______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection: Same

24. Are there to be stopping lanes for buses and trucks, etc.
Yes / No X

25. Will railroad crossing be altered: Yes x No ______
If yes, specify: Mainline road will not cross R.R. mainline

26. Traffic Control Signing:
To be part of project? Yes ______ No X
By County? Yes ______ No X
By State at County expense? Yes ______ No X
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ______ No x
by County? Yes x No ______
By State at County expense? Yes ______ No x

28. Does County wish State to prepare P.U.C. hearing data? Yes ______ No X

29. Will P.U.C. application be made by State N/A or County N/A ?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes ______ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV ______

V. MATERIAL SOURCES DATA

1. Gravel ________ Quarry ________ Cinders ________

2. Owner: County ____ State ____ Private ____ Other ____

3. Location: ________ Section ____ Township ______ Range _____ W.M.

4. If County lease, what are royalty payments? ________

5. Materials furnished by County: Borrow ____ Select Topping ____
Base Course ____ Level Course ____ Mineral Agregates ____
Location ________
Miscellaneous Items ________

Remarks re Section V All approach fill/ roadway construction to be county

VI. FINANCIAL DATA

1. Estimated Cost: $240,000

2. Available FAS Funds $ 0

3. Does County wish advancement of future Federal funds? Yes X No ____
Amount $240,000

4. Date match money is available yes

5. Will there be any 100% County money? Yes ____ No X

6. Maximum amount of 100% County money available: $ 0

7. Date County requests letting: July 1975

Remarks re Section VI ________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ________

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Chas D Bailey
County Judge or Comm. Chairman

By K. E. Knight
County Commissioner

By G. L. Bunnard
County Commissioner

By J R Tillotte
County Engineer or Roadmaster

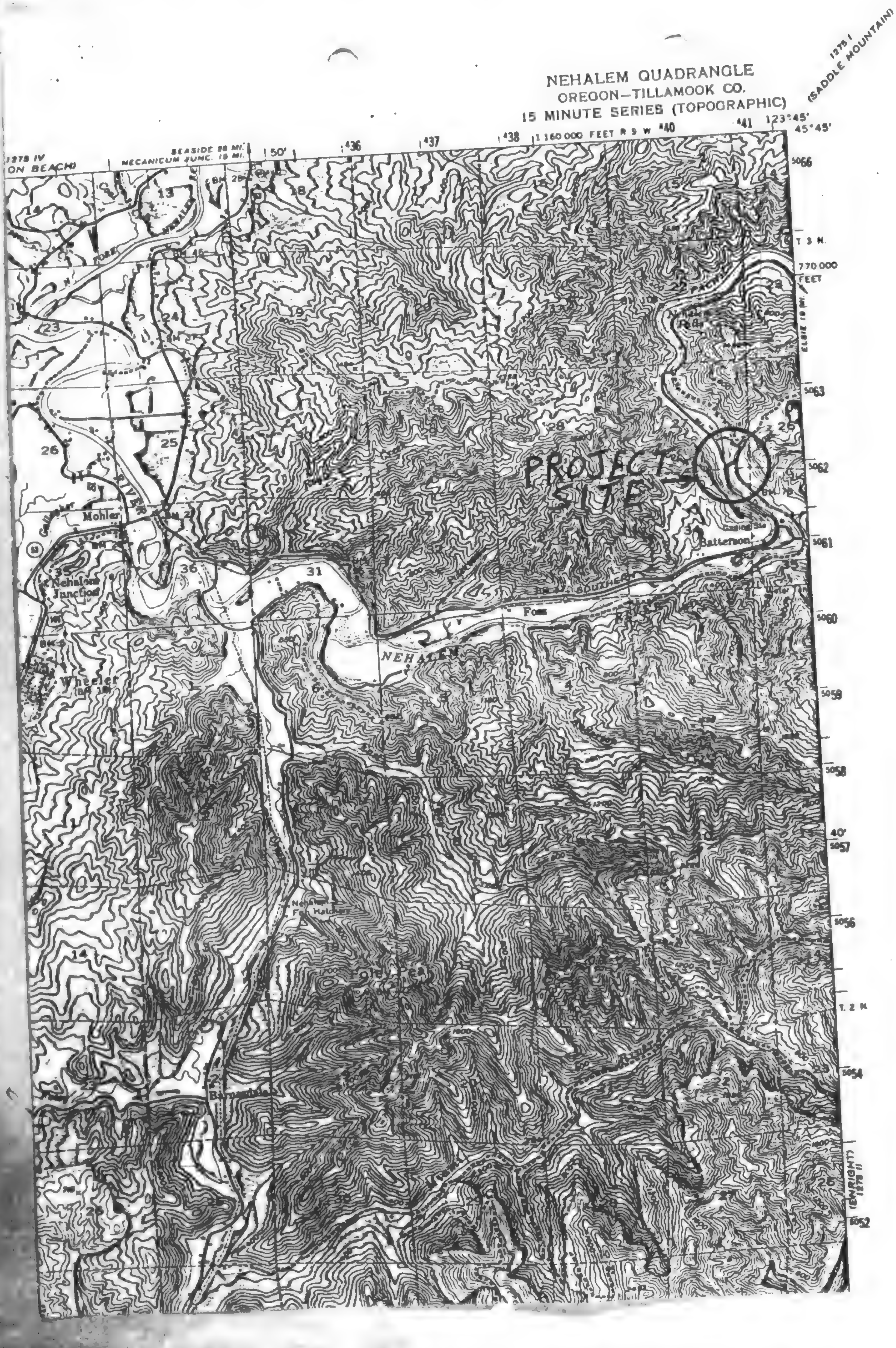
County Tillamook

Date 3-28-75

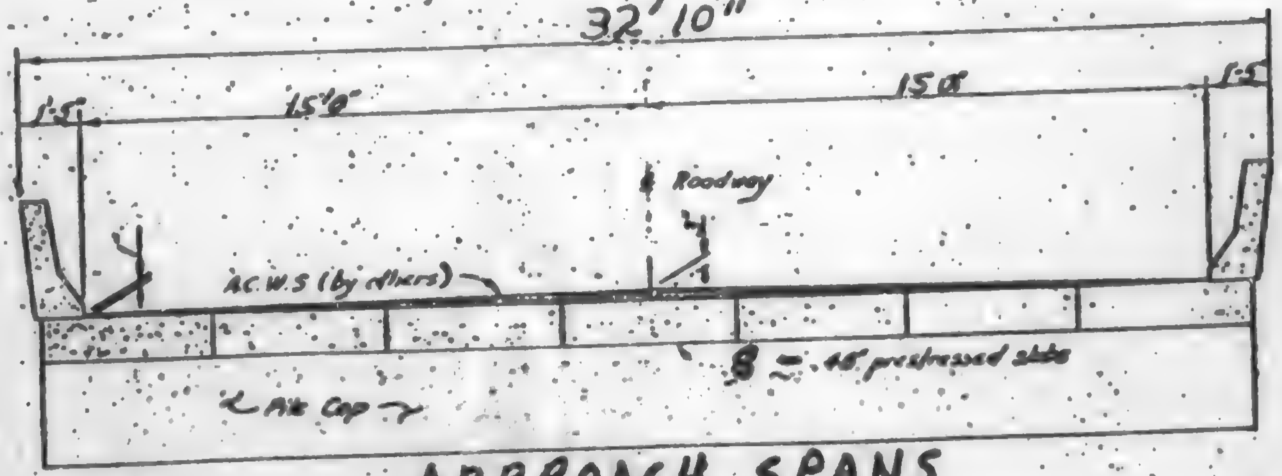
A H Runge
O.S.H.D. Field Engineer

Date 4-1-75

NEHALEM QUADRANGLE
OREGON–TILLAMOOK CO.
15 MINUTE SERIES (TOPOGRAPHIC)


1275 I
(SADDLE MOUNTAIN)
123°45'
45°45'
1275 IV
ON BEACH
SEASIDE 28 MI.
NECANICUM JUNC. 13 MI.
50'
436
437
438
1 160 000 FEET R 9 W
440
441
5066
T 3 N.
770 000
FEET
5063
5062
5061
5060
5059
5058
40'
5057
5056
T. 2 N.
5054
5052
(ENWRIGHT)
1275 II
Mohler
Nehalem Junction
Wheeler
RIVER
NEHALEM
Foss
Batterson
PROJECT SITE

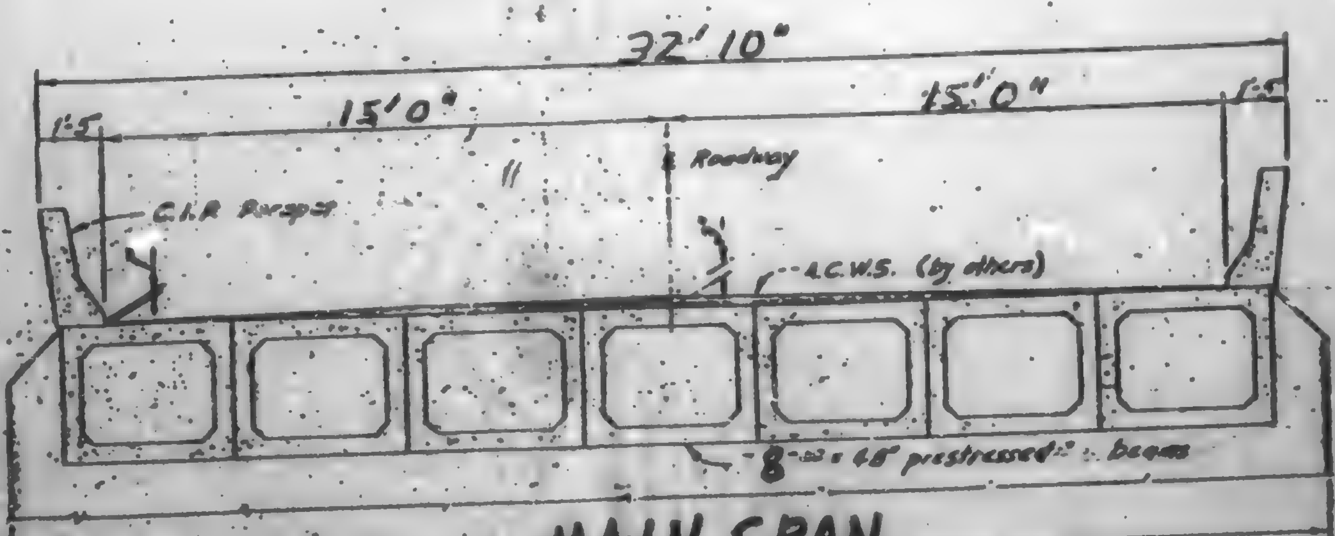
TYPICAL SECTION


32' 10"
1'-5
15'0"
15'0"
1'-5
℄ Roadway
A.C.W.S (by others)
8 ~ 48" prestressed slabs
℄ Pile Cap

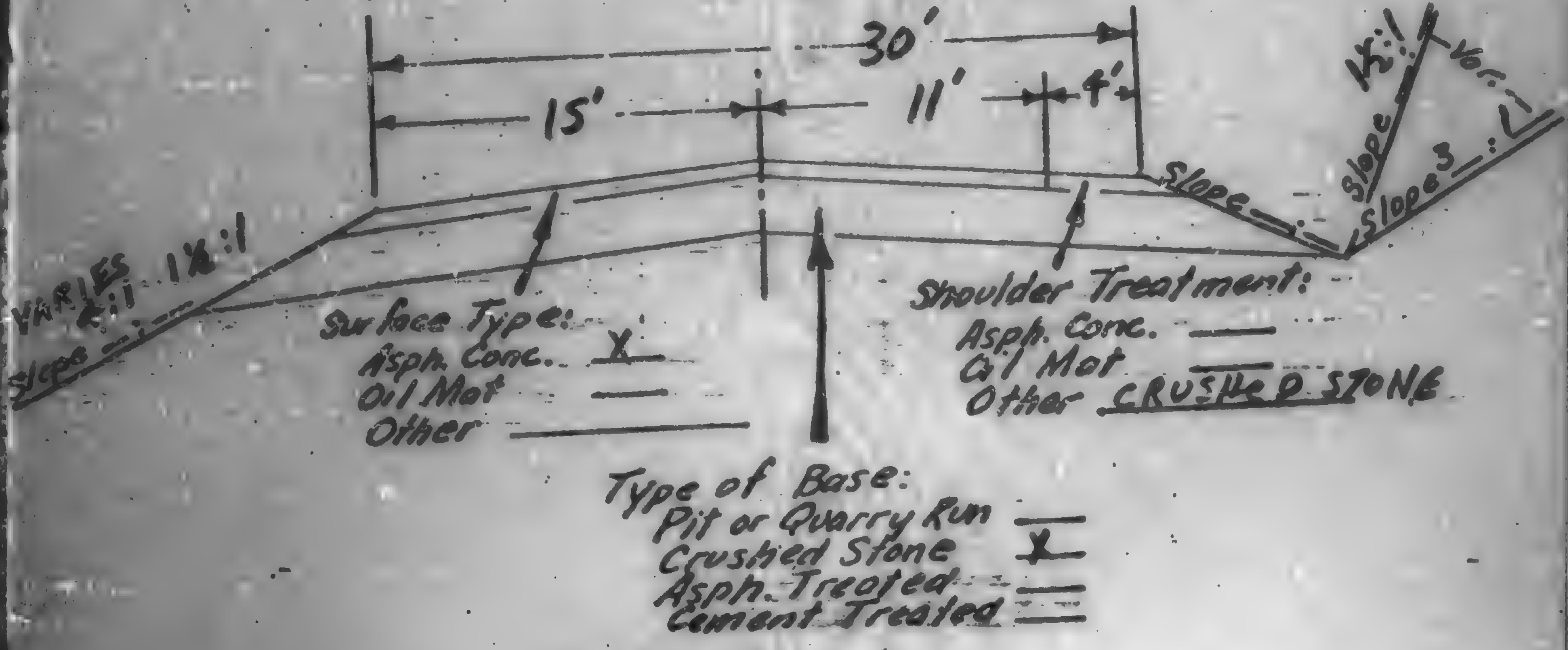
APPROACH SPANS

SECTION A-A

3/8" = 1'-0"


32' 10"
1'-5
15'0"
15'0"
1'-5
℄ Roadway
C.I.P. Parapet
A.C.W.S. (by others)
8 ~ 48" prestressed beams

MAIN SPAN

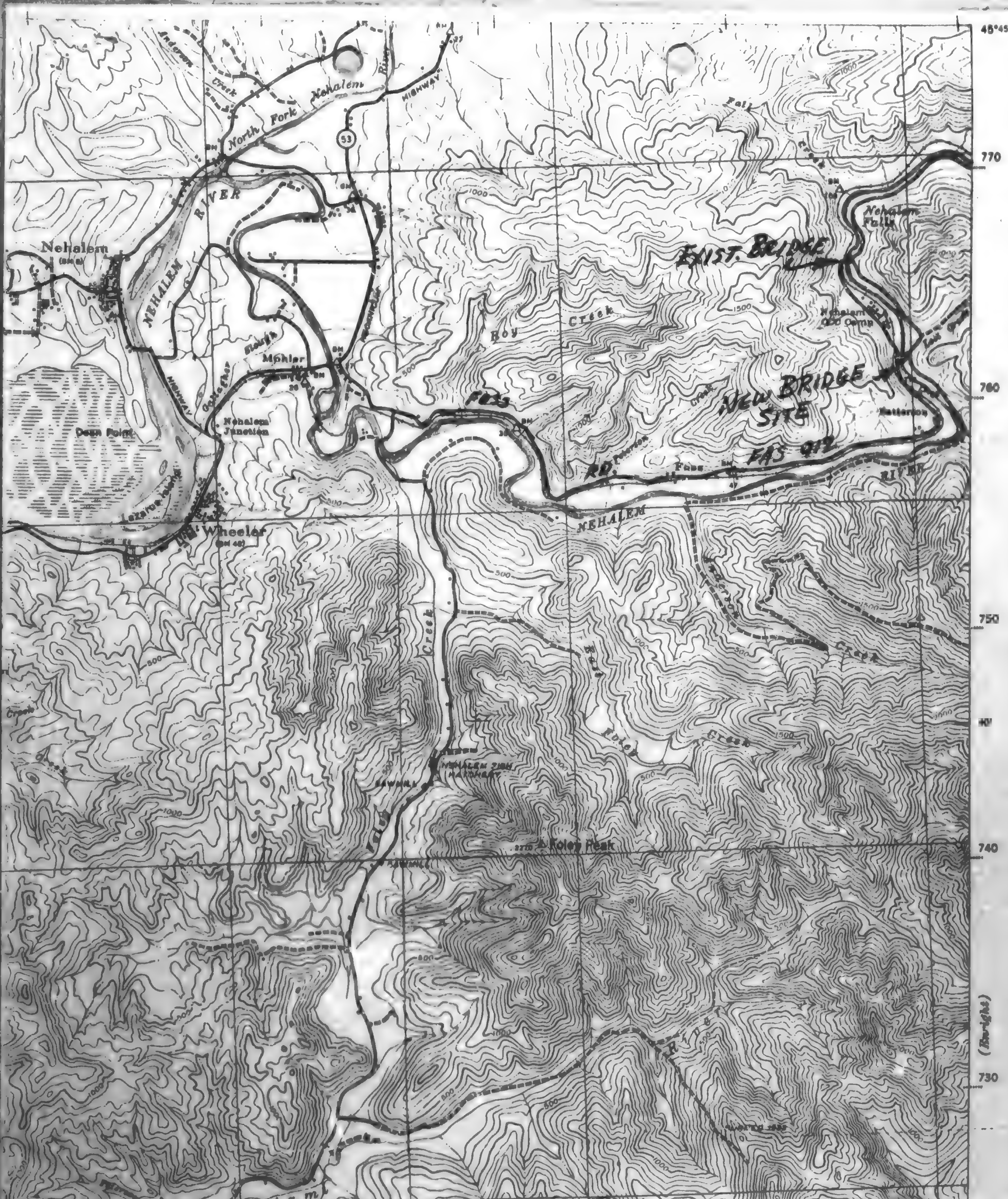

30'
15'
11'
4'
Slope
1½:1
Var.
Slope
Slope 3:1
VARIES
6:1 1½:1
Slope

Surface Type:
Asph. Conc. X
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat
Other CRUSHED STONE

Type of Base:
Pit or Quarry Run ___
Crushed Stone X
Asph. Treated ___
Cement Treated ___

ROADWAY



45°45'
Anderson Creek
North Fork Nehalem River
HIGHWAY
53
Fall Creek
770
Nehalem Falls
EXIST. BRIDGE
NEHALEM RIVER
Nehalem
Roy Creek
Nehalem CCC Camp
Mohler
NEW BRIDGE SITE
760
Batterson
Nehalem Junction
Dean Point
FAS RD. FAS 912
RIVER
NEHALEM
Wheeler
Cook Creek
750
East Foley Creek
Foley Creek
Nehalem Fish Hatchery
Foley Peak
740
Ridge
(Feet)
730
Miami
1000
500

with FAS application

8778

3-21-75

fas 912
Till Co

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (oan)
Thirteenth Coast Guard District
618 Second Ave
Seattle, Wash. 98104

3271
Serial 191
[illegible]

Tillamook County Road Department
Attention: Mr. J. R. Tibbutts
Roadmaster
Marolf Loop
Tillamook, Oregon 97141

Gentlemen:

Your letter of April 2, 1974, concerning the county highway bridge on Wilson River has been received. Your bridge site of Sollie Smith Bridge is about two miles upriver from the US-101 bridge.

The Coast Guard presently does not have sufficient facts available at this office upon which an exercise of Coast Guard jurisdiction could be based. Accordingly, your request will be held in abeyance, and you may proceed to reconstruct the bridge without need for a Coast Guard permit.

The plans you furnished will be kept in our files for record purposes.

Sincerely,

ROBERT A. DUIN
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

NOTE
This is supporting data for CCC Bridge that structures above tide water don't need Coast Guard approval.
Don H.

RECEIVED
COUNTY & CITY SECTION
MAR 21 1975
☒ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ OE ☒ RE ☐ OPE ☐

3978

fas - C
Till Co.
FAS 912

BOARD OF COMMISSIONERS
R. F. BRENNAN
F. E. KNIGHT
CHAS. D. BAILEY

TILLAMOOK COUNTY BOARD OF COMMISSIONERS
P. O. BOX 266
TILLAMOOK, OREGON 97141

March 6, 1975

Mr. Don Harwell
County and City Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Harwell:

As a result of our meeting last monday regarding FASC Funds that may become available where needed, Tillamook County wishes to submit a request for between $250,000 and $260,000 for re-alignment and construction of a bridge across the South Fork of the Nehalem to replace the structure commonly referred to as the CCC Bridge. ✓

The need to replace the bridge at this time is doubly important because of the unemployment situation here in Tillamook County. There is a large tract of Forestry Department timber which should be logged and that, for economic reasons, should be brought out over a new bridge, as the enclosed letter will explain. The old bridge, of course, is not capable of carrying the required weight.

To open the area for logging would supply many men with employment, including logging crews, truckers, and mill workers, as well as those persons who would work on the approaches to and during the construction of the bridge itself. Forest roads would also be built to bring out the timber and would also facilitate fire protection. The County's share of the timber sale would be a big help financially to both the county and the school districts. What I am saying, Don, is that there would be a major labor impact from this project. ✓

As we look at it, the benefits would far outweight the costs of this project, and we ask that you look favorably on our request.

Sincerely,

Chas D Bailey

Chas D. Bailey, Chairman
Board of County Commissioners

Enclosure

RECEIVED
COUNTY & CITY SECTION
MAR - 7 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ GE ☒ RE ☐ RPE ☐

Talked to Jess Tibbetts 3-19-75
County will send project request forms.
DAH

FORESTRY DEPARTMENT

TILLAMOOK DISTRICT

4907 THIRD STREET • TILLAMOOK, OREGON • 97141 • Phone 842-2545

March 5, 1975

Tillamook County
Board of Commissioners
Tillamook County Courthouse
Tillamook, Oregon 97141

Dear Sirs:

The restricted load limit on the old CCC bridge across the Nehalem is creating some problems to the State Forestry Department in timber sale access.

The Nehalem No. 4 sale held by Publishers Paper Co. will have to be hauled out to the Sunset Highway and then back to Tillamook via Hwy 53. This will more than double the haul mileage from 31 to 65 miles. This sale is scheduled to be logged in 1976.

Two other planned sales will have to be appraised to valley markets with the haul route back to Tillamook being closed by this load limit.

Also this Nehalem road is our primary fire access for the Cook Creek, Lost Creek, Salmonberry and Buck Mountain areas. We are unable to move heavy equipment over this system because of this bridge. To get a bulldozer tractor in this area now it would have to be walked over the Anderson Creek Road grade from E. Foley Road and then reloaded at Cook Creek. Estimated time loss in getting equipment to a fire in this area is 3-5 hours.

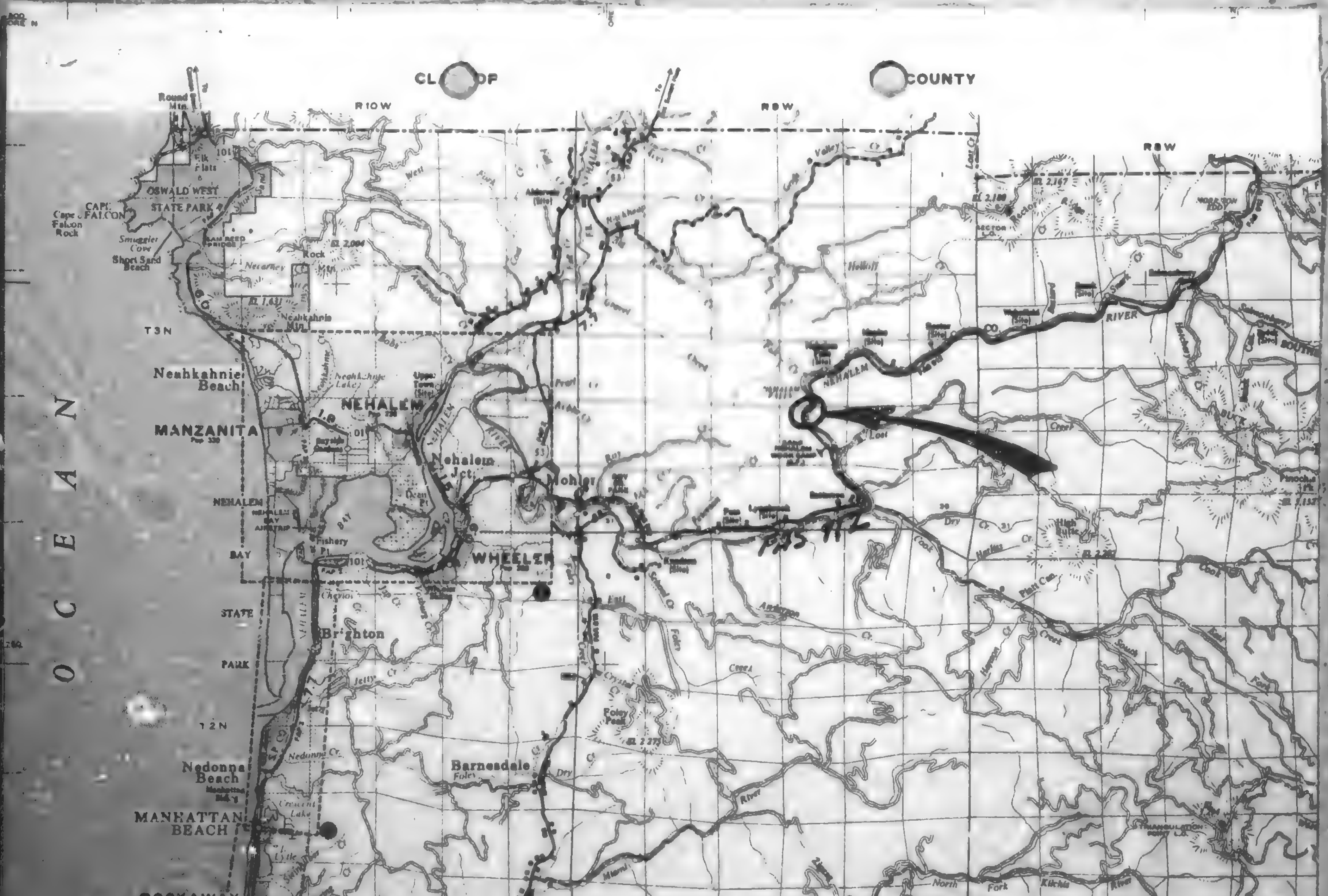
This road has always been a primary timber haul access and fire access road and being unable to use it is affecting our timber management and fire protection planning.

Very truly yours,

M. P. Trout
MILLARD P. TROUT
District Forester

MFT:sg

RECEIVED
COUNTY & CITY SECTION
MAR - 7 1975
☐ ENGR. ☐ COOR. ☐ BE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐


CL OF
COUNTY
R10W
R9W
R8W
Round Mtn.
Elk Flats
OSWALD WEST STATE PARK
CAPE FALCON
Cape Falcon Rock
Smuggler Cove
Short Sand Beach
Neahkahnie Mtn.
T3N
Neahkahnie Beach
MANZANITA
NEHALEM
Nehalem Jct.
Mohler
NEHALEM BAY
Fishery Pt.
WHEELER
STATE PARK
Brighton
Foley Peak
Barnesdale
T2N
Nedonna Beach
MANHATTAN BEACH
ROCKAWAY
Twin Rocks
Watseco
BARVIEW
T1N
GARIBALDI
TILLAMOOK BAY
BAY CITY
Idaville
CAPE MEARES
OCEANSIDE
FAIRVIEW
TILLAMOOK
Siskeyville
KILCHIS COUNTY PARK
WILLAMETTE
NEHALEM RIVER
North Fork Kilchis River
Kilchis River
Wilson River
Trask River
High Bluff
Cook Creek
Dry Cr.
Foss
PACIFIC OCEAN
PHS 77-2

Form E-126-B—8M—4-68

Copy [illegible]

State Printing 48003

Oregon State Highway Department

BRIDGE INVENTORY INSPECTION RECORD

SKETCHES

Sheet .... of ....

Proposed Elsie-South to near Mohler

Bridge ~~over~~ Log of FAS-112 Road and mile No. .... County Tillamook

Inspected by C.S. & W.O. Date 4/25/58 Bridge No. ....

0.00 = 10.96	Tillamook-Clatsop Co. Line. (Sign		
11.17	Cronin Creek Road Lt.		
11.20	Cronin Creek.		1-30' Log span. No deck. 5-36" log strs. 1' fill. DS 8' Struct. Failed.
11.31	Appr Leg Lt.		
11.35	Burma Road Rt.		
13.21	R.R. Xing. 1 Track. Unguarded.		
13.23	Salmonberry River 11280	H-30+	1-14', 1-21', 1-4', 1-83', 1-4', 1-27' 1-4', 1-11', 1-20', 1-3', 1-18', 1-21' 1-3', 1-37' F.T. Log spans. 4x12 deck & 12-4x12 R.Pl. 5-30" ⌀ strs, spans 1-3, 5-20"x24" hewed strs, spans 1-9, HC 12'-6" DS 35'. 1941 (Re 1955)
13.28	Buck Mtn Road Lt.		
13.99	Small Stream		8'x4' Log Culv.
14.05	Road Lt.		
15.35	Small Stream. Ford.		Recommend 15" pipe.
17.13	Road Lt.		
20.58	Road Lt.		
20.60 ADT-70 (1973)	Nehalem River 11279 Length - 271.5'	H-15	2-15', 1-17' F.T., 1-162'-6" Tim. Thru truss, 1-62' St. Pl. Girder, spans. 4x12 & 4x10 Longit deck. 11-6x14 strs. on appr spans 11-4x14 strs on truss. HC 17'-1" DS 75' 1936.
20.64	R.R. Xing. 1 Track. 1 x buck.		
20.65	Road Rt. Turn Lt.		
20.84	Begin oil mac.		
21.58	R.R. Xing. 1 Track. 1 x buck		

Cont.

2 V 8

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

NOTED
H. S. COX

NOTED
DON HARWELL

April 19, 1965

Mr. H. Clay Myers
County Judge
P. O. Box 266
Tillamook, Oregon

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

Dear Sir:

Salmonberry River Bridge (on Fas 912)

Attached are three blueprints and one hard copy drawing showing the plans for a bridge over the Salmonberry River.

We have reviewed the design of this structure and find with one exception that it meets all requirements.

We are attaching a sketch showing the revision to Bent No. 1 wherein we have increased the number of posts in the frame bent in order to retain the 12" x 14" cap. All of these drawings have been stamped and signed by the Bridge Engineer.

If any questions arise on the construction of this bridge please advise.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

By Theo C Roake
Theo. C. Roake
Asst. Bridge Engineer

IDM-TCR:mm
Attachment
cc: County/City Engineer ✓

[illegible]

RECEIVED
APR 20 1965
ENGINEER
COUNTY & CITY DIVISION

1979 Sandy E.C.L.-E. Bright- 8979
wood Loop Sec - Mt. Hood Hwy.
(Pavement seal)

8979

2

CON 5
Contract No. 8979

December 10, 1979

Seaboard Surety Company
Seattle First National Bank Building
1001 4th Avenue
Seattle, WA 98154

Gentlemen:

On December 6, 1979, we wrote to you concerning release of final payment on Contract No. 8979 awarded to Babler Bros., Inc. for pavement seal on the Sandy E.C.L.-E. Brightwood Loop Section of the Mt. Hood Highway in Clackamas County.

Final payment on this contract is $15,428.73 and the total contract amount is $308,574.64. No work was performed under force account.

Sincerely,

G. W. Head
COMMISSION SERVICES

[illegible]

cc: Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

bc: C. T. Keasey
Walt Hart
E. L. Hardt

8979

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

12-6-79

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Electric, Inc. No. 8836	Beaverton/Hillsdale Hwy., @ 91st Avenue Washington County	November 13, 1979
Hertz Electric, Inc., No. 8895	Division St. @ Greenwood Ave. (Bend) Deschutes County	November 13, 1979
Ross Bros. Const., Inc., No. 8651	Skipanon River Bridge Clatsop County	November 14, 1979
Roy L. Houck Const. Co. No. 8864	Jewell Jct.-Summit (M.P. 22.90 & 25.32) Clatsop County	November 15, 1979
Tice Electric Co. No. 8852	Clackamas Hwy. @ Evelyn St. & Clackamas/Boring Hwy. Clackamas County	November 19, 1979
Hertz Electric, Inc. No. 8900	Santiam Hwy. @ Dewey St. (Lebanon) Linn County	November 19, 1979
Roseburg Paving, Inc. No. 8717	N.E. Diamond Lake Blvd.-S.E. Washington Ave. (Roseburg), Douglas Co.	November 20, 1979
Babler Bros., Inc., No. 8979	Sandy E.C.L.-E. Brightwood Loop, Clackamas County	December 4, 1979
J. C. Compton Co., No. 8994	Hudson Slough-BLM Reload, Douglas County	December 5, 1979

December 6, 1979

For H. S. Coulter, State Highway Engineer

A79

2

FORM 81-734-3030

FILE:

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
October 19, 1979

Edward L Hardt

FROM: EDWARD L. HARDT
Region Engineer

TO: LARRY RULIEN
Executive Assistant

SUBJECT: SANDY ECL-E. BRIGHTWOOD LOOP SECTION
MT. HOOD HIGHWAY
NARRATIVE REPORT

You will recall late in August that we received many complaints about broken windshields on the section of Mt. Hood Highway east of Sandy. The problem came from a project which called for laying down an asphalt rubber membrane with a cover of rolled-in rock. Attached is a copy of Resident Engineer Bill Hoffman's narrative report which goes into detail regarding the project, and especially the reasons behind the broken windshield complaints. The complaints that we received were referred to the contractor, Babler Bros. We've not heard any complaints lately but I suspect that the problem has not gone away. This material is forwarded to you for your general information.

ELH/cr
Attachment
cc C. T. Keasey w/attachment
Hal Versteeg "
Bill Hoffman

RECEIVED
STATE HWY ENGR
OCT 22 '79
REFER TO

R

FOR

Info	Inves.	R/D	D/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97266
4 October 1979

FROM: W.E. Hoffman
Resident Engineer

SUBJECT: Narrative Report
Sandy E.C.L.-E. Brightwood Loop
Contract: 8979

TO: File

Project: Sandy E.C.L. - E. Brightwood Loop
Work Started: 23 July 1979
Work Finished: 22 August 1979
Contractor: Babler Brothers Inc.
Subcontractor for asphalt-rubber membrane: Sahuaro Petroleum & Asphalt Co.

The project consisted of two different experimental treatments. The first, from Sandy to Alder Creek was a rejuvinating treatment to reduce void content in a one year old overlay. The second, from Alder Creek to E. Brightwood loop was an asphalt-rubber membrane on the four travel lanes only.

Pavement Rejuvination:
A proprietary product, Reclamite, was used for this. The material was shot in the morning, allowed to soak in as long as possible, and blotted with sand in the afternoon. As the material is slick when first applied, troubles with traffic were anticipated but did not occur. One motorcycle cutting into the shot spilled. The occupants were not injured. Slipping is a problem that needs to be watched.

The blotting sand was to be paid by the ton and this is not practical in most instances. To be available when needed, the sand has to be stockpiled on the job and transferred to the sand spreader. It is uneconomical to have scales available at the jobsite for the small amount of material involved. If the material is weighed before stockpiling the inevitable waste and leftover material has to be calculated and deducted. A P.A. was used on this project to convert the measurement to cubic yards. I strongly urge that cubic yard measurement be used on future projects for such material.

Asphalt-Rubber Membrane:
Hot asphalt in which finely ground rubber had been mixed was applied to the road surface with a distributor. The rubber was one quarter of the material by weight. The cover was 3/8-10 rock which had been lightly coated with hot asphalt. The people doing the work say the important thing is to have the rock clean and dry and that running it through the plant insures this. The coating and high application temperature are said to be of less value in themselves.

Mixing of the asphalt and rubber is an exacting process. Both temperature and viscosity have to be right and the subcontractor would not attempt a shot until they were. They also wanted the cover placed immediately after the shot and would not run the distributor very far ahead of the trucks. A lag of the oil occurred at each stop and restart which made a definite bump as the oil-rubber mixture is quite thick. These are supposed to iron out under traffic and appear to be doing so.

The rock is well stuck and makes a splendid non-skid surface appearing as a tight one rock thick mosaic. It remains to see how well it will resist snowplows.

Traffic Control:
This worked fine during working periods. Non-work hours, particularly the weekend of August 11th and 12th, was like a battlefield from flying rocks. Broken windshield reports flooded the office for weeks.

An analysis of the problem follows:
The rock was predominately between the sizes of no. 10 and ¼" and was cubic in shape. This makes splended bullets under high speed traffic but does not penetrate tires. There was not a single complaint of tire damage.

In order to properly cover the shot, about twice the quantity of rock than finally sticks to the roadway is needed. This is to allow the equipment to work without picking up the shot, always a problem with this very sticky rubber-asphalt mixture.

Removal of the excess rock is of prime importance. The specifications were too lenient on the required brooming for a multiple lane facility. Initial sweeping is proscribed until the following morning. This is too late if traffic cannot be kept off the road overnight. The provision helps the cover stick. We did some experimental brooming a few hours after the shot and found it well stuck with no problems with the broom displacing the material. This would not always be true.

The specifications allow five days after the shot for final removal of loose rock. This was much to long in this case. As soon as the magnitude of the problem was known, two brooms were in constant use throughout working hours.

Two factors which contributed much to the problem were the inexperience of today's drivers with road oiling conditions and the width of the road being oiled. They work together in that on a two lane road high spedd passing is not common in heavy traffic and the traffic tends to discipline itself. In our situation the opportunity to pass combined with little understanding of the results of this action on other vehicles resulted in chaos. On a two lane road the rock tends to get thrown off and the problem is to a degree self correcting.

Our road was 84 feet wide and the rock never had a chance to get kicked off. The high speed passing did most of the damage, and many of the victims although driving prudently had no chance to protect themselves.

By driving through the job at various speeds, we concluded that flying rocks did not become a real problem until speeds in excess of 50 mph were reached.

On final brooming, both of the contractor's rotary brooms were used. In addition a State owned pick-up broom was used to clear the median. This to avoid having to move the material across the road with the rotarys. A chronology of brooming operations is attached to this report.

Recommendations for future projects:

Future multilane projects should be thoroughly planned in regard to traffic control and cover rock control. Speed control is essential until all the loose rock is removed. Brooming should be started as soon as the shot is ready and resumed any time loose rock appears. Use of pick-up brooms should be encouraged as it eliminates having to move the rock across two or more lanes.

Smaller rock could be used to reduce damage. It should be noted that our rock looks very good on the road. Also that it is so configured as to do maximum damage within the size limits. Flatter breaking rock would neither look so good nor hit so hard but should adequately protect the oil. Lighter application rates would have to be used very cauiously.

I do not believe this type of operation would often be advisable under the traffic conditions prevailing in this instance. The specifications should seriously address the potential for trouble and include means of alleviating it. They should certainly be written to warn everyone involved of probable problems so they can be prepared for them.

Sandy E.C.L. - E. Brightwood Loop

Contract 8979

Asphalt-Rubber Membrane

Alder Creek to E. Brightwood Loop - Chronology of Operations

Date	Work Day	
8/8/79	Wednesday	Inside right 450+10 to 545+50
8/9/79	Thursday	Broomed yesterdays shot AM 2 brooms
"	"	inside right 545+50 to 742+50
"	"	inside left 742+50 to 608+50
8/10/79	Friday	Broomed yesterdays shot AM, 2 brooms, set up
"	"	loose gravel signs
"	"	inside left 608+50 to 450
"	"	outside right 448 to 613+50
8/11/79	Saturday	Broomed AM according to contractor (no
"	"	insector on project)
8/12/79	Sunday	No work
8/13/79	Monday	Outside right 613+50 to 742+50
"	"	broomed all day, 1 broom, 1 down
8/14/79	Tuesday	Broomed all day- no oil- showers, 2 brooms
8/15/79	Wednesday	Finished shooting and covering oil
"	"	broomed all day 2 brooms
8/16/79	Thursday	Broomed all day 2 brooms
8/17/79	Friday	Probably broomed all day (no inspector on
"	"	project) 2 brooms
8/22/79	Wednesday	Broomed shoulders and median for striping
"	"	2 brooms on shoulder, State pick-up broom
"	"	on median

Road Construction Ahead signs with flashing light were in place at each end of the full project.

8979

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OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Sandy E.C.L.-E. Brightwood Loop
CONTRACTOR: Babler Bros., Inc.
DATE OF CONTRACT: July 3, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: 0 SUPERVISION: 0
PROJECT AUTHORIZATION: 384,027.25
EXCLUSIVE OF ENGINEERING: 353,575.75
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 343,359.55
ESTIMATED PERCENT UNDERRUN: 2.9 %

SECTION: Sandy E.C.L.- E. Brightwood Loop
HIGHWAY: Mt. Hood -
KIND OF WORK: Pavement Seal
CONTRACT NUMBER: 8979
DATE WORK STARTED: July 23, 1979
SPECIFIED WORK DAYS:
SPECIFIED CALENDAR DAYS: 75
SPECIFIED COMPLETION DATE:
ENGINEERING AUTHORIZATION: 30,451.50
ENGINEERING COST TO DATE: 9,000.00
PERCENT OF AUTHORIZATION: 30 %

WEEK ENDING: Oct. 13, 1979
SECTION PREFIX: 003-4216
COUNTY: Clackamas
FEDERAL AID PROJECT NUMBER: State Project
ESTIMATED COMPLETION DATE: August 22, 1979
WORK DAYS USED:
CALENDAR DAYS USED: 39
PERCENT OF TIME ELAPSED: 52
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97
DATE PROJECT WAS COMPLETED: August 22, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		PAVING

	Rejuvenating Agent	Sand	Asph. Rubber Mixture	Cover Agg.	PAVING
MILES IN PROJECT	13.42	13.42	13.42	13.42	
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	32,000 Gal	800 Ton	97,000 Gal	3,000 Ton	
TOTAL QUANTITIES CORRECTED TO DATE	19,598 Gal	112 Ton	95,516 Gal	3,140 Ton	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	19,598	112	95,516	3,140	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.
PERCENT

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	0		
MONDAY	Fair	0		
TUESDAY	Clear	0		
WEDNESDAY	Clear	0		
THURSDAY	Clear	0		
FRIDAY	Clear	0		
SATURDAY		0		

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RECEIVED
OCT 15 1979
CONSTRUCTION
BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

10/7 SUNDAY	No activity.
10/8 MONDAY	No activity.
10/9 TUESDAY	No activity.
10/10 WEDNESDAY	No activity.
10/11 THURSDAY	. No activity.
10/12 FRIDAY	No activity.
10/13 SATURDAY	No activity.

REMARKS

SUMMARY: No activity.

ANTICIPATED NEXT WEEK: Office work on Semi-Final will be completed and submitted. This will be the last Weekly Report.

SIGNED W.E. Hoffman
W.E. HOFFMAN RES. ENGR.
LOCATION PORTLAND

PRIME [illegible] SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES.

8979

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STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: FILE

DATE: June 22, 1979

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

Sandy ECL-
E. Brightwood

SUBJECT: Footpaths and Bicycle Trails
June 28, 1979 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 28 on the following projects:

1. Intersection of Pacific Hwy. East and Berg Parkway in Canby
   Clackamas County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Silverton Road N.E. @ Condon Road N.E.
   Marion County
   Traffic Signals

   Same as No. 1.

3. Columbia River Hwy. at Umatilla River Bridge Spur
   Umatilla County
   Traffic Signals

   Same as No. 1.

4. D Street-F Street
   4th Street West, City of Rainier
   Columbia County
   Grading and Paving
   36-foot roadway provided on this project

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

5. Wharf Street (Brookings)
   City Street, Curry County
   Grading and Paving
   40-foot roadway provided on this project

   Same as No. 4.

81-129-1387

6. Port Drive (Depoe Bay)
City Street, Lincoln County
Base and Paving
Variable width street/parking area with pedestrian sidewalk provided on this project.

7. N.E. Maywood Place
East Portland Freeway, Multnomah County
Landscaping

Same as No. 1.

8. Columbia River (Interstate) Bridge
Pacific Hwy., Multnomah Co., Oregon and Clark Co., Washington
Paving
Structure resurfacing

Same as No. 1.

9. N. Newman Ave.-N. Woolsey Ave., N. Greeley Ave.-N. Delaware Ave. and N.E. 67th Avenue at N.E. Hassalo (Portland)
City Streets, Multnomah County
Grading and Paving
Newman-Woolsey - 6-foot sidewalks with curb ramps provided for bicycle and pedestrian traffic.
Greeley-Deleware - 5-foot sidewalk being constructed between sections of existing sidewalk for pedestrians and bicycle use.
N.E. 67th - curve realignment; curve cuts being constructed.

10. Nelson Point Interchange
Old Oregon Trail Highway, Baker County
Grading and Paving
Reconstruction of Interchange legs. 4-to-6-foot shoulders available.

Same as No. 4.

11. Prairie Road-Irving Road and Park Avenue-River Road
Northwest Expressway (Eugene), Lane County
Base and Paving
4-8-foot shoulders available

Same as No. 4.

12. Willamette River-Goshen
Pacific Highway, Lane County
Grading and Paving
Slope widening and overlay. 10-foot shoulders available.

Same as No. 4.

13. N. Albany, Santiam Hwy. and Lebanon Road Interchanges
Pacific Highway, Linn County
Overlay and Safety on Interchange Ramps

Same as No. 4.

14. Grand Ronde (MP 20.0-21.7)
Salmon River Highway, Polk County
Grading and Paving
6-to-8-foot shoulders throughout project. Shoulders to be striped and signed as bikeways.

15. Nehalem River (CCC) Bridge
Foss Road, Tillamook County
Structure
30-foot roadway on structure, 24-foot roadway on approaches with 3-foot gravel shoulders.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

16. Sandy E.C.L.-E. Brightwood Loop
Mt. Hood Highway, Clackamas County
Oiling
Pavement Seal. 8 and 10-foot shoulders to be striped and signed as a bikeway.

RS:ge

cc F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8979 26

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. D. O. Christensen
Final Design Engineer

DATE: June 5, 1979

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT:
Alder Creek Br., 665B
Wildcast Creek Br., 689B
Salmon River Br., 8522
Sandy E.C.L.-E.Brightwood Loop Sec.
Mt. Hood Highway
Clackamas County

The proposed 3/8" asphalt seal roadway overlay may be continued across the Alder Creek, Wildcat Creek, and Salmon River Bridges in the Sandy E.C.L.-Brightwood Loop project.

JEB:dh

cc E. L. Hardt
George Hopkins
Jack Sullivan

RECEIVED
JUN 05 1979
ROAD DESIGN
SECTION

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
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Wakerlig

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BY FINAL DESIGN ENGINEER

81-125-1307

8979

3

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
May 23, 1979

FROM: M. B. SMITH
Region Office Engineer

SUBJECT: AC PAVEMENT SEAL
MT. HOOD HWY. #26
MP 25.28 - MP 38.7

TO: HAL VERSTEEG
Head of Engineering

NOTED
E. S. HUNTER

Attached is data for AC pavement seal on a section of the Mt. Hood Highway #26. This project is one of the projects reviewed when Ed Hunter made the tour of Region 1 a few weeks back looking at road conditions.

The section begins at MP 25,28 (ECL Sandy) and ends at MP 38.7. This is a recently overlayed section that has considerable surface seepage. We propose to place a reclamite (Snake Oil) seal from MP 25.28 to MP 33.23. The section from MP 33.23 to MP 38.7 we would propose a rubberized asphalt chip seal.

Inasmuch as we are somewhat unfamiliar with the rubberized asphalt chip seal, we are submitting the estimated area to be sealed along with a copy of John Gunter's demonstration report on the project he did in 1976.

$400,000

June 28
Complete by
Aug. 20th

MBS/cr
Attachment
cc E. S. Hunter
Harry Woodward
Don Adams

1 Versteeg
Anderson
2 Christensen
Olson
Sullivan
Terpin
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RECEIVED
MAY 24 1979
ROAD DESIGN
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Contract – Maint.

1979 The Dalles/ California 8980
Hwy. @ O. B. Riley Rd., Bend.
(Traffic Signal installation)

C&A 7036 6-22-79

#8980

L.

November 3, 1980

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 9
#8980

Gentlemen:

On September 15, 1980, we wrote to you concerning release of final payment on Contract No. 8980 awarded to Hamilton Electric, Inc., for traffic signal installation on The Dalles-California Highway at O. B. Riley Road in Bend, Deschutes County.

Final payment on this contract is $2,851.40 and the total contract amount is $57,028.00. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

das
cc: Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

United Pacific Insurance Company
P. O. Box 1798
Eugene, OR 97440

bc: C. T. Kassey
Walt Hart
Dale Allen

8980

files

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

10 - 1 - 80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Elect., Inc. No. 8887	Cornelius Signal Project Washington County	September 4, 1980
Sims Elect. of Medford, Inc. No. 9039	S. 6th St. @ Gettle St. & Madison St. (Klamath Falls) Klamath County	September 4, 1980
Stillwell Const. Co. No. 9015	Portland-Idaho State Line 10 Counties	September 4, 1980
R.J.Taggart Const. Co. No. 9151	Bachelor Rock Production Deschutes County	September 5, 1980
Columbia West Materials & Constructors No. 8972	N. Newman Ave.-N. Woolsey Ave., N.Greeley Ave.-N.Delaware Ave. & N.67th @ NE Hassalo St.(Port.) Multnomah County	September 5, 1980
L. W. Vail Co. No. 9034	E.Newport Ave.-Umatilla-Stanfield Hwy. (Hermiston) Umatilla County	September 8, 1980
Ross Bros.Const.,Inc. No. 8941	Beaver Creek Bridge Coos County	September 11, 1980
Hamilton Elect., Inc. No. 8980	The Dalles-Calif. Hwy. @ O.C. Riley Rd. (Bend) Deschutes County	September 11, 1980
Continental Crushing & Leasing, Inc. No. 9049	Basque Rock Production Malheur County	September 17, 1980
Hamilton Elect., Inc. No. 8939	Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Klamath County	September 18, 1980
Seubert Excavators, Inc. No. 9120	White River Rock Production Hood River & Clackamas Counties	September 18, 1980
Sims Electric, Inc. No. 9027	Wallowa Lake Hwy. @ Grande Ronde Shopping Center (LaGrande) Union County	September 22, 1980
Hamilton Elect.,Inc. No. 9070	Pac. Hwy.W @ Springbrook St.(Newberg) Yamhill County	September 22, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Stukel Rock & Paving, Inc. No. 8986	The Dalles/Calif. Hwy.-S. 6th St. Klamath County	September 25, 1980
Baker Redi-Mix, Inc. No. 8973	Nelson Point Intchge. Baker County	September 26, 1980
Weaver Const. Co. No. 9024	Umatilla River (Main St.) Bridge (Pendleton) Umatilla County	September 30, 1980
Willamette-Western Corp. No. 8946	Pac. East (SE Grand Ave.) Multnomah County	September 30, 1980
Gaines Construction No. 9091	Eightmile Creek Bridge Morrow County	October 1, 1980
Columbia Pacific Construction, Co. No. 9023	Ash Creek Bridge Polk County	October 3, 1980
Douglas S. Coats Construction No. 8947	Deschutes River (Sherars) Bridge Wasco County	October 3, 1980
Eugene Sand & Gravel, Inc. No. 9044	6th St.-Territorial Hwy. (Veneta) Lane County	October 3, 1980
Hamilton Const. Co. No. 9080	S. Umpqua R. (Shady) Bridge, N. Bd. Douglas County	October 3, 1980
Continental Crushing & Leasing No. 9048	Seneca Rock Production Grant County	October 3, 1980

October 8, 1980

For C. T. Keasey
Asst. State Highway Engineer

8980

4

Project: The Dalles-California Hwy @ O. B. Riley Rd.(Bend Vi[illegible])
Highway: The Dalles-California
County: Deschutes

4-9-80

Contract: 8980
Prefix: 9-8225
F.A. No.: State

STATEMENT OF OVERRUNS AND UNDERRUNS

ITEM	UNIT	ORIGINAL	SEMI-FINAL	%(+or-)
Bid Items	$	$59,180.00	$58,603.00	- 1
Anticipated Items	$	$ 3,000.00	$ 3,000.00 (Est.)	0
Contingencies	$	$ 2,798.10	$ 496.22	-82
Engineering	$	$ 6,218.00	$ 6,827.90	+10
Liquidated Damages	$	$ 0.00	$-1,575.00	
TOTAL		$71,196.10	$67,352.12	- 5

All substantial changes were evaluated and none were considered as having meaningfully affected the total project cost. Contingency funds used were considerably less than average.

cc: files

1 Versteeg ✓
Anderson
db Christensen copy
Olson
db ullivan copy
Terpin
Trout
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RECEIVED
APR 9 1980
ROAD DESIGN SECTION

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Action

8980 4-2-80

NARRATIVE REPORT

The Dalles-California Hwy At
O. B. Riley Road (Bend)

Prefix: 009-8232
Contract: 8980

Deschutes County
State

This contract was awarded July 18, 1979 to Hamilton Electric, Inc. of Eugene, Oregon for the amount of $59,180.00 and with a specified completion time of 220 calendar days.

A preconstruction conference was held on December 12, 1979. The work progressed on a stop and go basis because of erratic and late delivery dates on poles, anchor bolts, signals and controller, and also because of adverse weather conditions for installing detector loops.

There were no design or construction problems encountered that warrent comment.

The contract was completed on March 26, 1980, using 241 calendar days for a time overrun of 21 calendar days.

Traffic control was handled through the use of cones while working in the continuous left turn lane on Hwy 97 (cutting and epoxying loops, hanging signals). When working in the main traffic lanes, traffic was handled through the use of a flagman. Traffic on O. B. Riley Road was light and handled by traffic cones. Signs were used as required by standard drawings.

N D Krehbiel 4-2-80
N. D. Krehbiel
Resident Engineer

1 Versteeg ✓
Anderson
2 Christensen Don
Olson
db Sullivan copy
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RECEIVED
APR 9 1980
ROAD DESIGN SECTION

Bend W6/B
[illegible]
Do Not File ☐
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Bring Up /
Action

Project: The Dalles-California Hwy @ O. B. Riley Rd.(Bend Vic.)
Highway: The Dalles-California
County: Deschutes

Contract: 8980
Prefix: 9-8225
F.A. No.: State

STATEMENT OF OVERRUNS AND UNDERRUNS

ITEM	UNIT	ORIGINAL	SEMI-FINAL	%(+or-)
Bid Items	$	$59,180.00	$58,603.00	- 1
Anticipated Items	$	$ 3,000.00	$ 3,000.00 (Est.)	0
Contingencies	$	$ 2,798.10	$ 496.22	-82
Engineering	$	$ 6,218.00	$ 6,827.90	+10
Liquidated Damages	$	$ 0.00	$-1,575.00	
TOTAL		$71,196.10	$67,352.12	- 5

All substantial changes were evaluated and none were considered as having meaningfully affected the total project cost. Contingency funds used were considerably less than average.

cc: files

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Christensen
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APR 9 1980
ROAD DESIGN SECTION

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8980 L.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: The Dalles-California Hwy. at O.B. Riley Road (Bend)

WEEK ENDING: March 29, 1980

SECTION PREFIX: 009-8232

HIGHWAY: The Dalles-California

COUNTY: Deschutes

NAME OF JOB: The Dalles-California Hwy. @ O.B. Riley Road (Bend)

KIND OF WORK: Traffic Signal

CONTRACTOR: Hamilton Electric, Inc.

CONTRACT NUMBER: 8980

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: July 18, 1979

DATE WORK STARTED: December 18, 1979

ESTIMATED COMPLETION DATE: March ~~1~~ 28, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 220

CALENDAR DAYS USED: 241

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $71,196.10

EXCLUSIVE OF ENGINEERING: $64,978.10

ENGINEERING AUTHORIZATION: $6,218.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $64,978.10

ENGINEERING COST TO DATE: $3,900.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

ESTIMATED PERCENT: OVERRUN UNDERRUN ____%

PERCENT OF AUTHORIZATION: 63 %

DATE PROJECT WAS COMPLETED: March 26, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT:

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Clear-warm			
TUESDAY				
WEDNESDAY	cloudy-cool			
THURSDAY				
FRIDAY				
SATURDAY				

K
RECEIVED
MAR 31 1980
CONSTRUCTION BRANCH
Jackmond
Hopkins
Williams
Johnson
Richards
Berg
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

2 Men installed control cabinet and pedestrian pushbuttons and signs.

No work

2 men getting signal ready for turn on.

State electricians hooked up signals.

REMARKS

Status: Project complete.

SIGNED N.D. Krehbiel LOCATION Redmond

by J.R. Wallace

T SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8980 8980 2

STATE OF OREGON **INTEROFFICE MEMO**

Railroad & Utilities — DEPT.
378-6511 — TELEPHONE

TO: Richard O. Havig
Region IV Utility Engineer

DATE: August 21, 1979

FROM: Jack M. Cartwright Jack M Cartwright
Utility Engineer

C & A #7036
Contract 8980

SUBJECT: Proposed Power Source
Traffic Signal Installation
The Dalles-California Hwy @ O. B. Riley Rd.
The Dalles-California Highway
Deschutes County

Here is original and duplicate copy of an electric service agreement between the Oregon State Highway Division and Pacific Power and Light Company covering the installation of electric service to traffic signals on the subject project. The agreement has been signed by J. B. Boyd, Right of Way Manager, and is being forwarded to obtain the signature of an appropriate PP & L official. Upon execution by PP & L, please return the duplicate original copy to this office for placement in our General Files.

It is agreed that the additional cost of the electric service installation should be passed on to the developer. The final billing for the service installation should be directed thru your office to the Oregon State Highway Division. The bill should be marked with a note "Developer Cost". These costs will be included in the final billing to the developer.

JMC:mm

Enclosure

cc: Don Harwell
Jim Kinns

Martha ok to file

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
AUG 21 1979
REFERRED TO N
FOR M
FILE: PM FA LG.

8980

2P

7-24-79

John Holcomb

Call 1. Ralph J. Demaree, President
2. George ~~[illegible]~~ Ratzer
(714-834-0161) (Calif.)

be advised of A.O. as soon as possible
after bid opening. Bank will wire AD

#1 Job: The Dalles-Calif. Hwy @ O.B. Riley Rd.
(Bend)

7-17-79
John Holcomb says check was wired to State 7-13.

7-18-79 John Holcomb & I talked with Jim Kinins & Bill Hamilton (State Treas. Office) re wired money was to go thru U.S. National Bank, Portland Main Branch State Treasures Account # 300-427 to Credit Highway Acount # 73401. Has not reached State Treasures Office, Bill will check w/ U.S. Bank & Get back to me.

U.S. Bank received wire on Friday July 13, and supposedly sent a notice to State Treasures office, but they didn't receive it. Bill says they will credit state Highway account today.
Notified John Holcomb
& Steve McNab (contract awarded today) GEZ.

7-24-79
Check received in
Accounting Sec.

8980

1 P

July 13, 1979

Boyd Gordon
P.O. Box 11066
Santa Ana, California 92711

Attn: Ralph J. DeMarco, President
Interstate Shopping Centers

Deschutes County
1307 1st Street
Bend, Oregon 97701

Attn: Lynn McKibben
County Engineer

Gentlemen:

On July 12, 1979 a satisfactory bid was received from Pentilson Electric Inc., 234 W. Fifth Avenue, Eugene, Oregon 97401 for traffic signal installation on The Dalles-California Hwy. at O. B. Reilly Road. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$59,990.00
Permanent Pavement Striping	$ 1,200.00
Signal Controller Testing (Engineering)	1,000.00
4 1/2% Contingencies	2,790.10
10% Engineering	6,216.00
COMPANY'S ADVANCE DEPOSIT	$71,196.10

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than August 3, 1979.

Please make your check for $71,196.10, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 424, Transportation Building, Salem, Oregon 97310.

Very truly yours,
ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

DS:gf

bcc w/AD # 662: John Hagedorn, Federal Aid Specialist
Vern Skoog - Please return completed AD # 662 when check is received.

```
BEND STRIPING                    CONT NO      X FA PROJ NOS                                                                    STATE
                                   009   8220     199       00                                 147.13              147.13
                                   009   8220     596       00                                 147.13CR            147.13CR
                                               ** JOB TOTALS **                 **                         **                  **

[redacted]                       CONT NO        FA PROJ NOS                                                                    STATE
                                   009   8221     596       00           2,114.09CR          4,009.91CR          4,009.91CR
                                   009   8221     901       00              84.07            1,150.25            1,150.29
                                   009   8221     905       00             158.92            1,182.03            1,182.03


TOTAL TO DATE JOB COST SUMMARY                                                           MAY 1979         PAGE 1901
                                                                                          FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION    GR  CURRENT MONTH      YEAR TO DATE       TO DATE
                                   009   8221     909       00                              113.88             113.88
                                   009   8221     911       00                96.42       1,898.48           1,898.48
                                   009   8221     914       00                30.49          30.49              30.49
                                   009   8221     921       00                71.92          71.92              71.92
                                   009   8221     922       00                 3.57           8.07               8.07
                                               ** JOB TOTALS **           1,668.74CR**      445.35  **         445.35  **

   BEND-INSP PATCHING            CONT NO        FA PROJ NOS                                                                    STATE
                                   009   8222     199       00               609.99       2,154.54           2,154.54
                                               ** JOB TOTALS **             609.99  **    2,154.54  **       2,154.54  **

   BEND-FIRE PREVENTION          CONT NO        FA PROJ NOS                                                                    STATE
                                   009   8223     199       00               930.00         930.00             930.00
                                               ** JOB TOTALS **             930.00  **      930.00  **         930.00  **

   THE DALS-CA HWY-N ANDERSON BL CONT NO 8912   FA PROJ NOS                                                                    STATE
                                   009   8225     900       00                40.59          40.59              40.59
                                   009   8225     920       00                12.17          12.17              12.17
                                               ** JOB TOTALS **              62.76  **       62.76  **          62.76  **

   SNOW REMOVAL                  CONT NO        FA PROJ NOS                                                                    STATE
                                   009   8226     199       00               806.62         806.62             806.62
                                   009   8226     900       00                87.00          87.00              87.00
                                               ** JOB TOTALS **             893.62  **      893.62  **         893.62  **

   REVIEW APPRAISAL-S UMPQUA HWY CONT NO      X FA PROJ NOS                                                   .00              STATE
                                   010   8201     199       00                                                   102.35
                                   010   8201     407       00                                                    55.64
                                   010   8201     596       00                                                   157.99CR
                                               ** JOB TOTALS **                     **                **                 **
```

```
                         009   8220    594     00
                                  ** JOB TOTALS **               **                 **                  **
                                                                                                            STATE
[redacted]               CONT NO        FA PROJ NOS
                         009   8221    594     00          2,114.09CR         4,009.91CR         4,009.91CR
                         009   8221    301     00             84.07           1,150.29           1,150.29
                         009   8221    905     00            158.92           1,182.03           1,182.03


                                                                    MAY 1979             PAGE 1901
TOTAL TO DATE JOB COST SUMMARY                                       FISCAL              GRAND TOTAL
                                                                  YEAR TO DATE            TO DATE
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX   FUNCTION  GR  CURRENT MONTH
                                                                     113.98               113.98
                         009   8221    909     00             96.42           1,898.48           1,898.48
                         009   8221    911     00             30.49              30.49              30.49
                         009   8221    914     00             71.92              71.92              71.92
                         009   8221    921     00              3.57               8.07               8.07
                         009   8221    922     00
                                  ** JOB TOTALS **      1,668.74CR**            445.35 **        [redacted] **
                                                                                                            STATE
  BEND-INSP PATCHING     CONT NO        FA PROJ NOS          609.99           2,154.54           2,154.54
                         009   8222    199     00            609.99 **        2,154.54 **        2,154.54 **
                                  ** JOB TOTALS **
                                                                                                            STATE
  BEND-FIRE PREVENTION   CONT NO        FA PROJ NOS          930.00             930.00             930.00
                         009   8223    199     00            930.00 **          930.00 **          930.00 **
                                  ** JOB TOTALS **
                                                                                                            STATE
  THE DALS-CO HWY-N ANDERSON RL CONT NO 8912  FA PROJ NOS     40.59              40.59              40.59
                         009   8225    900     00             12.17              12.17              12.17
                         009   8225    920     00             52.76 **           52.76 **           52.76 **
                                  ** JOB TOTALS **
                                                                                                            STATE
  SNOW REMOVAL           CONT NO        FA PROJ NOS          806.62             806.62             806.62
                         005   8226    199     00             87.00              87.00              87.00
                         009   8226    900     00            893.62 **          893.62 **          893.62 **
                                  ** JOB TOTALS **
                                                                                                  00        STATE
  REVIEW APPRAISAL-S UMPQUA RLT CONT NO   X FA PROJ NOS                                          102.35
                         010   8201    199     00                                                 55.64
                         010   8201    407     00                                                157.99CR
                         010   8201    594     00                  **                 **                 **
                                  ** JOB TOTALS **
```

5980

2

June 22, 1979

City of Bend
Attention: James Harfoot, Recorder
City Hall
Bend, OR 97701

Boyd Coumber
P.O. Box 11068
Santa Ana, California 92711

MISC. CONTRACTS and
AGREEMENTS No. 7036

Gentlemen:

Attached for your records is a fully executed copy of an agreement with the City of Bend, Boyd Coumber, and the Highway Division for the installation of traffic signals on The Dalles-California Highway at O. B. Riley Road to accommodate the Bend River Mall.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

G. W. Reed
COMMISSION SERVICES

Sm

Att.

bc Darland Swan (agree. conf. att.)

8980 4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: #4 9-06

Bend, Oregon 97701
May 31, 1979

FROM: John E. Holcomb
Region Traffic Engineer

SUBJECT: O. B. Riley Road Intersection
[redacted]
Deschutes County

TO: Gerald Wimer
Local Governments Section
Project Management

This letter is to document a phone conversation with Fred Hildebrandt concerning contract items on the subject project.

Attached is a copy of a letter from Wm. M. Jabs of Century West Engineering Corporation. Contrary to George Ritzan's letter to you of May 18, 1979, the developers will now do the grading, paving and curb work on this contract. All items relating to this work should be deleted from the State's contract.

JEH:mr

encl

cc: Norm Krehbiel
Bob Lammert
Wil Robertson

1 Versteeg ✓
Anderson
Copy Christensen
1 Olson
Copy Sullivan
1 Terpin
2 Trout
Wakerlig

RECEIVED
JUN 0 1 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
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Action

Pulled from June 28 Letting
Plans will be revised

PROJECT MANAGEMENT
FAE
1979
File: FM FA
LG OP

CENTURY WEST ENGINEERING CORPORATION
CONSULTING ENGINEERS

May 29, 1979

Mr. John Holcomb
Oregon State Highway Division
63055 Highway 97
Bend, Oregon 97701

Re: Bend River Mall-Boyd Center
0297.003

Dear John:

This letter is to confirm our previous conversation that Boyd Center will construct curbs and paving on the westerly side of Highway 97 in conjunction with the signalization project, rather than having that work included in the O.S.H.D. signalization contract.

We will be coordinating the exact nature of the work to be accomplished in the near future.

Very truly yours,

CENTURY WEST ENGINEERING CORPORATION

Bill Jabs

William M. Jabs, P.E.

WMJ/pb
cc: George Ritzau
Ed Toynton
Gary DeBernardi

POST OFFICE BOX 1174 • BEND, OREGON 97701 • TELEPHONE (503) 382-6455

8980

2

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
May 31, 1979

FILE: #4 9-06
Shopping Cent.

John E Holcomb

FROM: John E. Holcomb
Region Traffic Engineer

TO: Memo to the Files

SUBJECT: The Dalles-California Hwy
@ O. B. Riley Road
The Dalles-California Highway
Deschutes County

A series of events has taken place which has complicated the letting date and work scope on the subject section. Hopefully, this has now been straightened out.

(1) Interstate Shopping Centers will have their developing contractor do all grading, curb, and paving work.

(2) The State's contract is now to include only the signal work.

(3) These changes will force a delay of the bid date to July 26, 1979. It was previously set for June 28.

(4) The contract time will be cut to 220 calendar days. Previously, it was set for 240.

(5) I phoned Ralph DeMarco, President of ISC and advised him of the changes. I also advised him that it will be imperative that ISC submit their check to the State as soon after the State notifies them of the bid amount. Receipt of ISC's check is what will determine the start of the 220 day work time.

(6) All of the scheduling is geared to hinge on an April 1, 1980 opening date for the center.

JEH:mr

cc: L. E. George
Jerry Wimer, Manager Local Govt. Sec.
Jack Sullivan, Specifications Engr.
Wm. M. Jabs, Century West Engineering Corp.
Ralph J. DeMarco, President of Interstate Shopping Centers, Inc.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUN 4 1979

File: PM FA
LG OP
TAA

8980 1P

Section The Dalles/Califor[illegible]a Hwy at O.B. Riley R Programming Estimate $ ____

Highway The Dalles-California Project Length ____

County Deschutes Completion Time 220 calendar days

Kind of Work Traffic Signal Installation Est. Comp. Date ____

Prefix 9-8221 Letting Date 7-26-79 5-31-79 Project No. STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 59,530.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,200	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ____		
Roadside Seeding & Mulching		$ 3,000.00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	1,800	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
____		
____		
____		
____		
____		
Subtotal		$ 62,530.00
Contingencies (4-1/2%)		2,813.85
Engineering ([redacted] 10%)		6,253.00
Subtotal		$
Credit for ____		
Estimated Net Authorization, Construction		$ 71,596.85

APPROVED

____
Road Design Engineer

5/31/79 tl

GON STATE HIGHWAY DIVISION   Sheet 1 of 1
SUMMARY--BID SCHEDULE--COST ESTIMATE   Date 5-31-79

Section The Dalles/Calif. Hwy at O.B. Riley Rd. (Bend)   County Deschutes
Kind Of Work Traffic Signal Installation   Length —   Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	750^{00}
2	Temporary Signs		Sq. Ft.	150	6^{00}	900^{00}
3	Flagman		Hour	40	22^{00}	880^{00}
1	Traffic Signal Installation Complete		Lump Sum	All	Lump Sum	57,000^{00}
	Total					59,530^{00}

8780

LP

INTERSTATE
SHOPPING CENTERS,
INC.

May 18, 1979

Mr. Gerald Wimer
Local Government Engineer
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Signal Project - The Dalles-California
Highway @ O. B. Riley Road

Dear Mr. Wimer:

I received your letter addressed to Boyd Center, Attention: Ralph DeMarco, President, Interstate Shopping Centers dated May 9, with regard to the above referenced work.

This letter is your notification of our wish for you to proceed with the above referenced work at our cost.

Thank you for your cooperation in forwarding to us the bids on the work.

Sincerely,

BOYD CENTER

George S. Ritzau
Managing Partner

GSR/pgm
cc: William M. Jabs,
Century West Engineering Corp.

PROJECT MANAGEMENT
PME ☐ CCE [✓ ☐] OM ☐
LGE [✓ ☐] FAE [✓ ☐] OPE ☐
MAY 23 1979
N M Rp
File: PM FA
TAA ______ LG OP

1505 EAST 17th STREET, SUITE 202, P.O. BOX 11088 • SANTA ANA, CALIFORNIA 92711 • 714/834-0161

8980

1p

May 9, 1979

Boyd Center
P.O. Box 11068
Santa Ana, California 92711

Attn: Ralph J. DeMarco, President
Interstate Shopping Centers

RE: Signal Project
The Dalles-California Hwy. @ O.B. Reilly Road

Gentlemen:

With reference to our letter of April 12, and at the request of John Holcomb, Region Utilities Engineer, herewith is a copy of the updated estimate, including earthwork on the subject project. This estimate is confidential and for your information only.

Opening of bids on the subject project is scheduled for June 28, 1979.

On May 26, 1979, we will begin printing plans and preparing the ads for the June 28, 1979 bid opening. Therefore, we need a letter notifying this office by mail, no later than May 26, 1979, indicating that you wish for us to proceed with the project at your cost. Please mail to:

Gerald Wimer
Transportation Building, Room 206
Salem, Oregon 97310

Very truly yours,

Gerald Wimer

Gerald Wimer
Local Government Engineer

FFH:pf
Attachment

bcc: L. E. George
D. Dale Allen

8980

April 12, 1979

Boyd Center
P.O. Box 11088
Santa Ana, California 92711

Attn: Ralph J. DeMarco, President
Interstate Shopping Centers

RE: Signal Project
The Dalles-California Hwy. @ O.B. Railly Road

Gentlemen:

Opening of bids on the subject project is scheduled for June 28, 1979. Please review the attached plans and if you have any comments, corrections or changes, please notify this office by mail, no later than May 10, 1979.

Gerald Wimer
Transportation Building, Room 206
Salem, Oregon 97310

The estimated cost breakdown is as follows:

Traffic Signal Installation	$56,973.00
Controller Testing	1,800.00
Construction Engineering and Contingencies	8,522.00
Preliminary Engineering Paid by Company 11-22-78	(5,000.00)
ESTIMATED COSTS	$67,295.00

5-9-79
inc
earthwork
94,793
J. Butler

A Construction-Finance Agreement on the subject section will be forwarded to you for your review, in the near future.

notified
Holcomb.

On May 26, 1979, we will begin printing plans and preparing the ads for the June 28, 1979 bid opening. Therefore, we need a letter from you prior to that date (May 26, 1979) indicating that you wish for us to proceed with the project, at your cost.

Very truly yours,

Gerald Wimer
Local Government Engineer

GW:FH:pf
Attachment

cc w/attachment:
Deschutes County
1507 1st Street
Bend, Oregon 97701
Attn: Lynn McKibben
County Engineer

bcc: L. E. George
D. Dale Allen
J. E. Holcomb

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

PROJECT COST SUMMARY

Date - Feb 9 1979

Project: The Dalles-California Hwy At O.B. Riley Road

Highway: The Dalles-Calif

County : Deschutes

Prefix : 9-8221

Scheduled for Letting: June 28, 1979

Type of Project : By Others

Completion Time : 280 Calendar Days

BID SCHEDULE

Item No.	Item	Quantity and Unit	Unit Price	Amount
1.	Temporary Protection and Direction of Traffic for ______	All Specified Lump Sum		$Const
2.	Temporary Signs for ______	_____ sq. ft.	$_____	$ "
3.	Flagmen for ______	_____ hr.	$_____	$ "
4.	Traffic Signal Installation, Complete for ______	All Specified Lump Sum		$ 56973
		Estimated Contract Cost		$ 56973

ANTICIPATED ADDITIONAL ITEMS

Striping	$	
Signing	$	
Controller Testing	$ 1000	
Opticom Testing	$ 900	$ 1,800
	Engineering and Contingencies	$ 8522
	ESTIMATED PROJECT COST	$ 67,295

COMMENTS:

Developer to pay cost.

NOTED
DWAYNE HOFSTETTER

8980

4

HIGHWAY DIVISION 378-6558

J. B. Boyd
Manager, Right of Way

April 4, 1979

J. H. Versteeg
Road Design Engineer

File 50551
[redacted] of
C.S. Riley Road Sec.
The Dalles-California Hwy.
Deschutes County

Attached is a description, authorization, and prints of the subject traffic control project.

[illegible]

By: ORIGINAL SIGNED BY
W. H. WAKERLIG
W. H. Wakerlig
R/W Description Engineer

WHW:cf
Attachments

RECEIVED
APR 0 4 1979
ROAD DESIGN
SECTION

____Versteeg________
____Anderson________
____Christensen________
____Olson________
____Sullivan________
____Terpin________
____Trout________
____Wakerlig________

Do Not File
Return To________
Bring Up____/____
Action________

STATE OF OREGON

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: November 22, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Proposed Traffic Signal
O. B. Riley Road Intersection
The Dalles-California Highway
Deschutes County

NOTED
H. S. COULTER

This letter is to advise you that this office has reviewed and checked possible timing for signal progression on US97 in Bend at First and Revere, O. B. Riley Road and the new access built by Brooks-Scanlon. It is possible to produce a reasonable progression on the highway with traffic signals at all these locations. These three locations should be signalized assuming that Bill Cranford's study, which he is currently conducting, indicates no other improvement at any of the three locations.

This office concurs in the idea that information that Mr. Cranford is developing will be necessary in determining both final improvements at these three locations and any detailed signal timing that might be desirable in the future.

L. E. George
L. E. George
Traffic Engineer Supervisor

LEG:ds

cc: D. D. Allen
Bill Cranford

RECEIVED
STATE HWY ENGR
NOV 22 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8980

34-3030

B

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

November 15, 1978

FILE: #4 9-06

FROM: John E. Holcomb
Region Traffic Engineer

TO: L. E. George
Traffic Engineer

SUBJECT: Proposed Traffic Signal
O. B. Riley Road Intersection
The Dalles-California Highway
Deschutes County

Attached is an Order to Render Service and check for $5,000 from Boyd Center which is an advanced deposit on the subject signal to cover PS&E.

This signal is to serve O. B. Riley Road and the main entrance to the Boyd Center Mall.

Also attached is a partially completed Authority for Survey. Please complete your section and take the necessary action to have this installation approved.

Anticipated opening of the Mall is March or April, 1980. I would like to have the signal installation completed by that date.

Other considerations will have to go into the design. This is as we discussed in our recent phone conversation. Some type of intertie will have to be developed between the existing signal at First Street, the proposed Awbrey Heights, and this one.

In addition to these three, we face the probability of three additional signals northerly of O. B. Riley. These are at Nels Anderson Road, which is just southerly of the Sisters Interchange, M.P. 135.42±; Industrial Parkway (Mountain View Mall to be developed by C. E. Johns), M.P. 134.75; Cooley Road (part of the County's belt line system), M.P. 134.10.

NOTED
L E GEORGE

I suggest that we should be looking forward to some type of synchronization between these six signals.

JEH:mr

RECEIVED
NOV 16 1978
TRAFFIC ENGINEERING

Oregon State Highway Division

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

Boyd Center
PO Box 11088
Santa Ana, California 92711

Order No. 4-382

Date November 14, 1978

By: Ralph J. DeMarco, President

Interstate Shopping Centers
(Official Capacity)

Prefix and account number to which work is to be charged 9-8221

Description and Location of Work To Be Performed or Materials To Be Furnished:

Advanced deposit to cover PS&E for the installation of a traffic signal at the intersection of The Dalles-California Highway at O. B. Riley Road, M.P. 136.14, in Deschutes County. Said intersection to be the main entrance to the Boyd Center shopping mall.

Estimate of Quantities and Cost

Advanced deposit of $5,000, ten percent of the total estimated cost of $50,000 for the signal installation. Remainder of deposit to be made prior to the state awarding a contract for the signal installation.

Basis of Payment:
- ☐ Monthly payments
- ☐ Single payment on completion of work
- ☐ Other basis as follows:

Amount of advance deposit (if any) $ 5,000.00

Deposit received by Secretary on

Authority from Requisitionist:
- ☐ Agreement dated
- ☐ Letter to ______, date
- ☒ Oral request to Holcomb, date 11/13/78

Department Authority:
- ☐ Order of State Highway Engineer
- ☐ Head of branch or section issuing order

Field information submitted by John E. Holcomb in letter dated 11/14/78

Expected date of completion of work or delivery of materials June 1, 1979

Superintendent or engineer responsible for performance of work and submission of information for billing L. E. George

---

Record of billing requests:

Number			
Date			
Amount			

Order prepared by Region IV Office Section

Signed John E. Holcomb

Region Traffic Engineer

Instructions: Section head or staff engineer approving order will send original copy to Project Management and will retain duplicate copy. He will also send copies to interested region engineer, resident engineer and/or district engineer.

SP*19713-734

1979 S.W. Capitol Hwy.-S.W. 8961
Huber St., Portland.
(Traffic signal installation)

C&A 6599 10-19-78

Const. I-505
St. 9%
City 6%

8981

HIGHWAY DIVISION INVOICE

INVOICE NUMBER 134731

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE 7-7-82

YOUR ORDER NUMBER

BILLING REQ. NUMBER CA 0067

CODE PØRTLCØ

- CITY OF PORTLAND
- 400 SW 6th AVE
- PORTLAND OR 97204

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	324	02			571.57
326-1018	296				58.08
326-1018	295				(58.08)

DESCRIPTION

Final billing- Traffic signal installation SW Capitol Hwy at SW Huber ST
M 9407 (2) M9407 (3)

DESCRIPTION	TOTAL PRICE
Total P E Costs	$ 6,345.57
Less Fed Funds	5,385.34
	$ 960.23
Less Non Part Cost	66.76
	$ 893.47
State Share 50%	446.74
City Share PE 50%	$ 446.73
Non Participating Costs	66.76
Total City Share P E Costs	$ 513.49

Continual next page

PORTLAC INV 2444

G

734-1150 (7-81)

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER 134731

BILLING REQ. NUMBER

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER

CODE	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT

City of Portland
400 SW 6th AVE
Portland Or 97204

Final Billing - Traffic signal installation SW Capitol Hwy at SW Huber ST

DESCRIPTION	TOTAL PRICE
M9407 (2) M9407 (3)	
Total Const Costs	$71,341.93
Less Fed Fund	60,809.69
	$10,532.24
Less Non part Const	101.12
Amt to be Shared by City & State	$10,431.12
State Share Const	$10,431.12
Nonpart Const Eng	25.81
	$10,456.93
State Share 9/15	6,274.16
City Share Const 6/15	$ 4,172.45
Nonpart Const Cost	101.12
Less State Share Non-part Const Eng	(15.49)
Total City Share Const	$ 4,258.08
City Share PE	513.49
Less Advance Deposit	(4,200.00)
Amount Due	$ 571.57
110.00 Final -	

FOLD

734-1160 (7-81)

34731

RECEIVED
JUN 24 1982
CONTRACT PROCESSING

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** June 22, 1982

CITY PORTLAND **Contract No.** 8981 **Date Completed** 4-8-80

PROJECT # M-9407(2) M-9407(3) **Section** SW Capital Hwy. at SW Huber St.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering: (326-1954)		
Resident Engineer		$ 75.94
Payment to City		3,075.22
Final Design		73.96
Signing		1,867.74
R/W Liaison		81.50
Utility Liaison		230.76
Project Management		226.00
Specifications		695.68
Administrative Services		18.77
TOTAL P.E. Cost		$ 6,345.57
Construction: (326-1018)		
Payment to Contractor		$60,827.31
Interest on Final Payment		75.31
SFO #3 Move 6x10 Sign		1,146.10
Construction Engineering by City		1,973.86
Construction Engineering by State		6,908.08
Audit Expense		293.07
Project Management		67.23
Construction Section		11.94
EEO Monitoring		39.03
TOTAL CONST. COST		$71,341.93
MATCH FUNDS: M-9407(2)P.E.-Urban Funds		
Total P.E.		$ 6,345.57
Less Federal Funds (FAU)		(5,385.34)
BALANCE		$ 960.23 PE
Less Non-Participating Costs:		
Resident Engineer	$11.48	
Utility Liaison	55.28	$ (66.76)
AMOUNT TO BE SHARED BY STATE & CITY		$ 893.47
STATE SHARE PE: 50% of $893.47 =	$446.74	
CITY SHARE PE: (50% of $893.47) + $66.76 =	$513.49	
MATCH FUNDS: IX-9407(3) Const.-FAI-X Funds		
Total Construction		$71,341.93
Less Federal Funds (FAI-X)		(60,809.69)
BALANCE		$10,532.24 Const
Less Non-Participating Costs:		
Interest on Final Payment	$75.31	
Construction Engineering	25.81	$ (101.12)
Amount to be shared by State & City		$10,431.12
STATE SHARE CONST: 9/15 x ($10,431.12 + $25.81)		6,274.16
CITY SHARE CONST: 6/15 x $10,431.12 + ($101.12 - $15.49) =		4,258.08
Plus CITY SHARE PE		513.49
TOTAL CITY SHARE		$ 4,771.57
Less City Advance Deposit		4,200.00
BALANCE DUE FROM CITY		$ 571.57

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECTION OR CREW: Contract Accounting

SEND ORIGINAL TO ACCOUNTING SECTION

DATE OF REQUEST: 6/29/82

DATE OF ORIGINAL TRANSACTION:

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NO.)

VENDOR'S NAME

134731

REFERENCE	CHARGE							CREDIT							
DATE, VOUCHER, DESCRIPTION & ETC.	PREFIX	FUNC	SUB FUNC	OBJECT	F/N GROUP	AMOUNT		PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		CREW NO.
M9407(3)	326-1018	295	00	000		800	00	326-1018	296	00	000		800	00	
					TOTAL						TOTAL				

REASON FOR THIS REQUEST:

Record transfer of balance of Advance deposit Inv. 2444 to Highway fund. (P.E. Costs belong to prefix 326-1954 which has been deleted from JCS. therefore $513.49 of City's payment will go to revenue acct with no tsf of funds)

PREPARED BY: J. Hensley

APPROVED: J Peterson

Form 734-1087 (Rev. 3/80)

SP71114-734

8981

HIGHWAY DIVISION INVOICE

INVOICE NUMBER 134732

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE 7-7-82

YOUR ORDER NUMBER

BILLING REQ. NUMBER CA 0066

CODE LANECOU

Lane County
125 E 8th AVE
EUGENE OR 97401

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	321	00			12,127.84
220-1007	296				12,127.84
220-1007	297				(12,127.84)

DESCRIPTION	TOTAL PRICE
Final billing E 17th AVE-I-5 Interchange, Eugene M-1185 (1)	
Total Project Costs	$695,501.75
Less Participating Costs	304,347.82
Total Non-Participating Cost	$391,153.93
Total Participating	$304,347.82
Less Fed Funds	238,000.00
	$ 66,347.82
State Share 50%	33,173.91
County Share 50%	33,173.91
Plus Non- Participating Cost	391,153.93
Total County Share	$424,327.84
Less Advance Deposit	412,200.00
Amount Due	$ 12,127.84

LANECOU Inv 1834

110.00

Final

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

PH: FOR CORRECTNESS OF CHARGES

OR Jane Hensley PH:378-5034 PREPARER OF INVOICE

734-1180 (7-81)

134732

RECEIVED
JUN 24 1982
CONTRACT ACCOUNTING

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 6-22-82

COUNTY LANE **Contract No.** 8666 **Date Completed** 12-13-78

PROJECT # M-1185(1) **Section** E. 17th Ave - I-5 Interchange, Glenwood Blvd.

PAYMENTS TO CONTRACTOR Agreement No. 5818

ITEM	TOTAL COST
CONSTRUCTION: (Prefix No. 220-1007)	$634,013.58
Payment to Contractor	133.26
Interest on Final Payment	50,220.69
Work by Southern Pacific Trans. Co.	10,029.60
Audit	409.23
Training	361.94
EEO Monitoring	333.45
TOTAL COST	$695,501.75

MATCH FUND COMPUTATION

$$\frac{\text{Total Federal Funds}}{\text{Federal Pro Rata}} = \frac{\$238{,}000}{78.2\%} = \$304{,}347.82$$

STATE SHARE = 50% of ($304,347.82 - $238,000) = $33,173.91

COUNTY SHARE = ($695,501.75 - $304,347.82) + 50% of ($304,347.82 - $238,000) = $424,327.84

Less County's Advance Deposit 412,200.00

AMOUNT DUE FROM COUNTY $ 12,127.84

Accounting: Please attach Itemized Statement to Invoice

cc: Jack Ayres, Region 3

FORM 734-1745

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECTION OR CREW: Contract Accounting

SEND ORIGINAL TO ACCOUNTING SECTION

DATE OF REQUEST: 6/29/82

DATE OF ORIGINAL TRANSACTION:

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NO.)

VENDOR'S NAME

REFERENCE	CHARGE							CREDIT							
DATE, VOUCHER, DESCRIPTION & ETC.	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		CREW NO.
M1185(1)	220-1007	297	00	000		82,500	00	220-1007	296	00	000		82,500	00	00500
					TOTAL							TOTAL			

ASON FOR THIS REQUEST:

To record transfer of balance of advance deposit Inv # 1834 to Highway fund. (Lane County - E 17th Ave - I-5 Interchange, Glenwood Blvd)

PREPARED BY: J. Hensley

APPROVED:

rm 734-1087 (Rev. 3/80)

SP-71114-734

8981

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** June 22, 1982

CITY PORTLAND **Contract No.** 8981 **Date Completed** 4-8-80

PROJECT # M-9407(2) IX-9407(3) **Section** SW Capital Hwy. at SW Huber St.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering: (326-1954)		
Resident Engineer		$ 75.94
Payment to City		3,075.22
Final Design		73.96
Signing		1,867.74
R/W Liaison		81.50
Utility Liaison		230.76
Project Management		226.00
Specifications		695.68
Administrative Services		18.77
TOTAL P.E. Cost		$ 6,345.57
Construction: (326-1018)		
Payment to Contractor		$60,827.31
Interest on Final Payment		75.31
SFO #3 Move 6x10 Sign		1,146.10
Construction Engineering by City		1,973.86
Construction Engineering by State		6,908.08
Audit Expense		293.07
Project Management		67.23
Construction Section		11.94
EEO Monitoring		39.03
TOTAL CONST. COST		$71,341.93
MATCH FUNDS: M-9407(2)P.E.-Urban Funds		
Total P.E.		$ 6,345.57
Less Federal Funds (FAU)		(5,385.34)
BALANCE		$ 960.23
Less Non-Participating Costs:		
Resident Engineer	$11.48	
Utility Liaison	55.28	$ (66.76)
AMOUNT TO BE SHARED BY STATE & CITY		$ 893.47
STATE SHARE PE: 50% of $893.47 =	$446.74	
CITY SHARE PE: (50% of $893.47) + $66.76 =	$513.49	
MATCH FUNDS: IX-9407(3) Const.-FAI-X Funds		
Total Construction		$71,341.93
Less Federal Funds (FAI-X)		(60,809.69)
BALANCE		$10,532.24
Less Non-Participating Costs:		
Interest on Final Payment	$75.31	
Construction Engineering	25.81	$ (101.12)
Amount to be shared by State & City		$10,431.12
STATE SHARE CONST: 9/15 x ($10,431.12 + $25.81)		6,274.16
CITY SHARE CONST: 6/15 x $10,431.12 + ($101.12 - $15.49) =		4,258.08
Plus CITY SHARE PE		513.49
TOTAL CITY SHARE		$ 4,771.57
Less City Advance Deposit		4,200.00
BALANCE DUE FROM CITY		$ 571.57

cc: Jon Rose

8981

STATE COPY 2

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9-123	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 2	9/25/81	Project Number IX-9407(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 25, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 69,594.00	$ 73,073.00
Federal funds	$ 58,650.00	$ 62,111.00
Other revisions		

This modification is made for the following reasons: to increase federal funds to full pro rata of 85% to utilize additional obligation approved by UMTA.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of September, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Hwy. Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

2981

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 9-123

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9-25-79

Form Approved; O M B No. 04-R2089

State Oregon

County Multnomah

Project Number IX-9407(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 23, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 69,594	$ 69,594
Federal funds	$ 58,650	$ 59,154
Other revisions		

This modification is made for the following reasons:

Increase federal funds to full pro rata of 85% to utilize a portion of additional obligation approved by UMTA.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of September, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

ASSISTANT STATE HIGHWAY ENGINEER
(Title)

~~BY~~ for: H. S. Coulter

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: G. L. Green

Form PR-2A (Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen file

OREGON STATE HIGHWAY DIVISION
Salem, Oregon September 26, 1979

Federal Aid Project
No. IX-9407(3)

S.W. Capitol Hwy at S.W. Huber St. (Portland)
Urban Route 9407
Multnomah County

Revised Project Agreement Estimate

Type Code Y031
Traffic Signal Capitol Hwy.at Huber St.

Temporary Protection and Direction of Traffic	All Required		$ 8,154.19
Temporary Signs	176 Sq. Ft.	$ 5.69	1,001.44
Flagmen	40 Hour	29.06	1,162.40
Traffic Signal Installation, Complete	All Required		49,499.76
			$59,817.79
Anticipated Items			
Permanent Pavement Striping	All Required		$ 700.00
	Subtotal		$60,517.79
	Engineering		8,136.21
	Engineering (Signal Control Testing)		940.00
	Total		$69,594.00

Length of Project----------------------------0.00 mi.

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Traffic Signal	$69,594	$59,154	$6,264	$4,176
Reserve	3,479	2,957	313	209
Total	$73,073	$62,111	$6,577	$4,385

Group 1	100%
Contract No.	8981
Prefix:	326-1954
Prefix:	326-1018

898i

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
9-123

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

9-25-79

Oregon
County Multnomah
Project No. IX - 9407(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St. Intersection of S.W. Huber St.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-20-79	0.00
OTHER *(Specify)*		

FUNDS Pro Rata ========%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 69,594.00	$ 58,650.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ For H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator 9-25-79

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 3 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

[illegible]   [illegible] file

Oregon State Highway Division
Salem, Oregon, August 14, 1979

Federal Aid Project
No. IX-9407(3)

S.W. Capitol Hwy. at S.W. Huber St. (Portland)
Urban Route 9407
Multnomah County

Project Agreement

Type Code Y031
Traffic Signal (Capitol Hwy. at Huber St.)

Temporary Protection and Direction of Traffic	All Required		$ 8,154.19
Temporary Signs	176 Sq.Ft.	$ 5.69	1,001.44
Flagmen	40 Hour	29.06	1,162.40
Traffic Signal Installation, Complete	All Required		49,499.76
			$59,817.79

Anticipated Items		
Permanent Pavement Striping	All Required	$ 700.00
	Subtotal	$60,517.79
	Engineering	8,136.21
	Engineering (Signal Control Testing)	940.00
	Total	$69,594.00

Length of Project - - - - - - - - - - - - - - 0.00 mi.

Summary of Funds

Federal Funds	$58,650.00
State Funds	5,472.00
City Funds	5,472.00
Total	$69,594.00

Group 1 100%
Contract No. 8981
Prefix: 326-1954
Prefix: 326-1018

8981

326-1018

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

2-10-81

FHWA VOUCHER NO. 82-153

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ Revised FINAL VOUCHER (*)

VOUCHER PERIOD FROM 6/30/79 TO 2/23/81

FEDERAL AID PROJECT NO. IX-9407(3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$71,316.12	$71,540.81	85.00%	$60,809.69	$60,809.69	$ 0.00

RECEIVED DIVISION OFFICE		DIVISION OFFICE REVIEW MADE		PASSED FOR PAYMENT	
BY	DATE	BY	DATE	BY	DATE

REMARKS Oregon 1/5/82 V.E. Skaug, Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.W. Capitol Hwy. at S.W. Huber St. (Portland) **Urban Route 9507** **Multnomah County**					
	Construction **Type Code Y031** **Traffic Signal Capitol Hwy. at Huber St.**					
	Final Contract Payment Summary		Lump Sum		$61,127.31	
SFO	#3 Move 6 x 10 sign (State)		All Required		1,146.10	
	Total Participating Cost				$62,273.41	
	Construction Engineering					
	Work by City of Portland		All Required		1,973.86	
	State		All Required		6,961.44	
	Total Construction Engineering				$ 8,935.30	
	Misc. Project Cost					
	Audit Expense		All Required		293.07	
	EEO Monitoring Expense		All Required		39.03	
	Total Misc. Project Expense				$ 332.10	
	Total Participating Cost				$71,540.81	
	Nonparticipating Cost					
	Final Contract Payment Summary		Lump Sum		$ (300.00)	
	Interest on Final Payments		All Required		75.31	
	Total Nonparticipating Cost				$ (224.69)	
	Total Project Cost				$71,316.12	
	Prepared based on Participating Costs as shown on Federal Billing as of 12/24/81					
	AMOUNT CARRIED FORWARD					

TOTAL TO DATE JOB COST SUMMARY

FEBRUARY 1982

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	326 1017	940	00 P 3			6.56	81	81
	326 1017	945	00 P 1		5.23	5.23	81	81
	326 1017	945	00 P 2		6.47	6.47	81	81
	326 1017	945	00 P 3		.75	.75	81	81
	326 1017	948	00 P 1			21.60	81	81
		TOT	P1		5.23	48,437.35		
		TOT	P2		6.47	57,614.47		
		TOT	P3		.75	6,093.46		
		TOT	N1			86.55		
		TOT	N2			107.16		
		TOT	N3			12.36		
		** JOB TOTALS **		**	12.45 **	112,351.35 **		
SW CAPITOL HWY-SW HUBER,PORT CONT NO 8981 * FA PROJ NOS XI 407003 100							STATE	
	326 1018	201	00 P 1		1,875.00CR	61,127.31	79	82
	326 1018	201	00 N 1			300.00CR	80	80
	326 1018	203	00 P 1		1,875.00		80	82
	326 1018	206	00 N 1			75.31	80	80
	326 1018	270	03 P 1			1,146.10	80	81
	326 1018	232	00 P 1			1,973.86	80	80
	326 1018	295	00 N 9			3,400.00	79	79
	326 1018	296	00 N 9		1,655.69CR	64,209.69CR	79	81
	326 1018	298	00 N 9		1,655.69	60,803.69	79	81
	326 1018	900	00 P 1			6,882.27	79	81
	326 1018	915	00 P 1		216.66	293.07	81	81
	326 1018	920	00 P 1			67.23	79	79
	326 1018	945	00 P 1			11.94	81	81
	326 1018	948	00 N 1		25.81	25.81	82	82
	326 1018	985	00 P 1			39.03	80	80
		TOT	P1		216.66	71,540.81		
		TOT	N1		25.81	198.88CR		
		** JOB TOTALS **		**	242.47 **	71,341.93 **		
SE CRYSL SPR BLVD-GLNWD ST CONT NO 8992 * FA PROJ NOS XI 699001 78						XI 699001 22	STATE	
	326 1019	201	00 P 1			376,926.14	79	81
	326 1019	201	00 P 8			119,946.10	80	81
	326 1019	201	00 N 1			364.93	80	80
	326 1019	203	00 P 1			100.00CR	80	80
	326 1019	206	00 N 1			.91	81	81
	326 1019	206	00 N 8			.26	81	81
	326 1019	208	00 N 1			12.51CR	81	81
	326 1019	208	00 N 8			3.53CR	81	81
	326 1019	285	01 P 1			4,587.66	80	80
	326 1019	295	00 N 9			69,500.00	79	79
	326 1019	296	00 N 9	1,076.36	1,065.23	501,486.75CR	79	82
	326 1019	298	00 N 9	1,076.36CR	1,065.23CR	431,986.75	79	82
	326 1019	900	00 P 1	729.06CR	729.06CR	5,465.67	79	82

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 7-28-78
TO 6-15-79

FEDERAL AID PROJECT NO.
M-9407(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$6,334.53	$6,278.81	85.77%	$5,385.34	$5,385.34	$ 0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 9/16/80

PASSED FOR PAYMENT
BY V.E. Skoog, Controller DATE

REMARKS
PE SW Capital Hwy at SW Huber St
326-1954

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMEN F COSTS INCURRED UNDER PROJECT AGREEM T

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.W. Capitol Hwy. @ S.W. Huber St. (Portland) Multnomah County					
	Preliminary Engineering Type Code P.E.					
	City of Portland	All Required			$3,075.22	
	State	All Required			3,203.59	
	Total Participating Costs				$6,278.81	
	Nonparticipating Items					
	Preliminary Engineering-State	All Required			55.72	
	Total Project Costs				$6,334.53	
	Prepared based on Participating Costs as shown on Federal Billing as of 9/25/80.					
	AMOUNT CARRIED FORWARD					

FORM APPROVED BY COMPTROLLER GENERAL U.S. MAY 12, 1966

VOUCH

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.W. Capitol Hwy. at S.W. Huber St. (Portland) Urban Route 9407 Multnomah County					
	Construction					
	Type Code Y331					
	Traffic Signal Capitol Hwy. at Huber St.					
	Final Contract Payment Summary	Lump Sum			$63,002.31	
SPO	#3 Move 6x10 sign (State)	All Required			1,146.10	
	Total Participating Cost				$64,148.41	
	Construction Engineering					
	Work by City of Portland	All Required			1,973.86	
	State	All Required			6,961.44	
	Liquidated Damages	Lump Sum			(1,875.00)	
	Total Construction Engineering				$ 7,060.30	
	Misc. Project Cost					
	Audit Expense	All Required			293.07	
	EEO Monitoring Expense	All Required			39.03	
	Total Misc. Project Expense				$ 332.10	
	Total Participating Cost				$71,540.81	
	Nonparticipating Cost					
	Final Contract Payment Summary	Lump Sum			(300.00)	
	Interest on Final Payments	All Required			75.31	
	Total Nonparticipating Cost				$ (224.69)	
	Total Project Cost				$71,316.12	
	prepared based on Participating Costs as shown on Federal Billing as of 12/24/81					
	AMOUNT CARRIED FORWARD					

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER PERIOD

FROM 6/20/79

TO 2/10/81

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IX-9407(3)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$71,[illegible]16.12	$71,540.81	85.00%	$60,809.69	$60,809.69	$ 0.00

RECEIVED DIVISION OFFICE

BY Oregon DATE

DIVISION OFFICE REVIEW MADE

BY DATE 12/17/81

PASSED FOR PAYMENT

BY V.E. Skoog, Controller DATE

REMARKS

Const. - Capitol Hwy @ Huber

$ 0.00

PREVIOUS EDITIONS ARE OBSOLETE

FORM PR-20A
(Rev. 5-78)

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TOTAL TO DATE JOB COST SUMMARY                                                     JUNE 1981          PAGE  839

                                                                                     FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX       FUNCTION   GR  CURRENT MONTH    YEAR TO DATE        TO DATE
                                   326   1953       921     00 P 1                                    1,232.27
                                   326   1953       922     00 P 1                                       26.74
                                   326   1953       923     00 P 1                                       12.50
                                                    TOT        P1                      644.23         8,258.42
                                                    TOT        N1                                        13.02
                                                 ** JOB TOTALS **           **         644.23  **     8,271.44  **

                                                                                                               STATE
       0016490000063081 CONT NO           FA PROJ NOS M   407002 100
                                   326   1954       296     00 N 9 Tr. St.          2,735.34CR        5,385.34CR
                                   326   1954       298     00 N 9 " Fed.           2,735.34          5,385.34
                                   326   1954       901     00 P 1 Res. Engr.                            64.46
                                   326   1954       901     00 N 1 "  "               11.48              11.48
                                   326   1954       903     00 P 1 Pay Loc. Govt.                     3,075.22
                                   326   1954       905     00 P 1 Fin. Des.                             73.96
                                   326   1954       911     00 P 1 Signing                            1,867.74
                                   326   1954       913     00 P 1 R/W-Liaison & Reloc.                  81.50
                                   326   1954       914     00 P 1 Ut. Lias                15.25CR       175.48
                                   326   1954       914     00 N 1 "  "    .44CR             .44CR        55.28
                                   326   1954       920     00 P 1 Proj. Mgmt.                          226.00
                                   326   1954       921     0J P 1 Specs.                               695.68
                                   326   1954       922     00 P 1 Adm. Serv.                            18.77
                                                    TOT        P1                       15.25CR       6,278.81
                                                    TOT        N1             .44CR     11.04            66.76
                                                 ** JOB TOTALS **             .44CR**    4.21CR**     6,345.57  **

                                                                                                               STATE
    SPRR XING @ 9TH (PORTLAND)    CONT NO         FA PROJ NOS RP0000S029 100
                                   326   1955       296     00 N 9                        .30CR         351.31CR
                                   326   1955       298     00 N 9                        .30           351.31
                                   326   1955       901     00 P 1                                        4.43
                                   326   1955       905     00 P 1                                       84.79
                                   326   1955       907     00 P 1                                      301.12
                                   326   1955       926     0G P 1           13.42        13.42            13.42
                                                    TOT        P1           13.42        13.42           403.76
                                                 ** JOB TOTALS **           13.42  **    13.42  **       403.76  **

                                                                                                               STATE
    NE 223 AVE @ HALSEY           CONT NO       * FA PROJ NOS X1  867002 100
                                   326   1956       296     00 N 9                                    1,406.00CR
                                   326   1956       298     00 N 9                                    1,406.00
                                   326   1956       901     00 P 1                                      209.60
                                   326   1956       905     00 P 1                                      119.72
                                   326   1956       911     00 P 1                                      733.79
                                   326   1956       912     00 P 1                       162.30         189.90
                                   326   1956       915     00 P 1                        52.11          52.11
                                   326   1956       920     00 P 1                                       45.49
                                   326   1956       921     00 P 1                         2.25         520.20
                                   326   1956       922     00 P 1                                       11.63
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                         326   1017   940    00 P 2                                          56.98     81    81
                         326   1017   940    00 P 3                                           6.56     81    81
                         326   1017   945    00 P 1                             5.23          5.23     81    81
                         326   1017   945    00 P 2                             6.47          6.47     81    81
                         326   1017   945    00 P 3                              .75           .75     81    81
                         326   1017   948    00 P 1                                          21.60     81    81
                                      TOT    P1                                 5.23     48,437.35
                                      TOT    P2                                 6.47     57,614.47
                                      TOT    P3                                  .75      6,033.46
                                      TOT    N1                                              86.55
                                      TOT    N2                                             107.16
                                      TOT    N3                                              12.36
                                   XX JOB TOTALS XX              XX            12.45  XX  112,351.35  .X

                                                                                                   STATE
 SW CAPITOL HWY-SW HUBER,PORT  CONT NO 8581 S FA PROJ NOS XI  407C03 100      1,875.00CR    61,127.31     79    82
                         326   1018   201    00 P 1 Pay Cont.
                         326   1018   201    00 (N) 1 "    "                                300.00CR     80    80
                         326   1018   203    00 P 1 Cr. Liq. Dam.             1,875.00                  80    [illegible]
                         326   1018   206    00 (N) 1 Int. on Fin. Pay                        75.31     80    80
                         326   1018   270    03 P 1 SFO #3 Move sign.                       1,146.10     80    81
                         326   1018   282    [illegible] P 1 Const. Engr by city                 [illegible]     [illegible]    [illegible]
                         326   1018   295    CJ N 9 Tr. City                                  [illegible]     [illegible]    [illegible]
                         326   1018   296    00 N 9 "   St                  [illegible].69CR     [illegible].69CR     [illegible]    [illegible]

                                                                   MARCH 1982          PAGE  222
 TOTAL TO DATE JOB COST SUMMARY
                                                                     FISCAL            GRAND TOTAL     ACTIVE YRS
                                                                  YEAR TO DATE         TO DATE         BEG    END
 DESCRIPTION OF JOB OR DEPARTMENT   PREFIX    FUNCTION   OR  CURRENT MONTH
                         326   1018   [illegible]    00 N 9 " Fed.             [illegible]        60,809.69     79    81
                         326   1018   [illegible]    00 P   Const. Engr.                        [illegible]     79    81
                         326   1018   [illegible]    00 P   Audit                   216.66        293.07     81    81
                         326   1018   [illegible]    00 P   Proj Mgmt.                           67.23     79    79
                         326   1018   [illegible]    00 P   Const Sec.                          [illegible]     81    81
                         326   1018   [illegible]    00 (N)  Const. Engn              26.81       [illegible].81     82    82
                         326   1018   [illegible]    00 P   EEO Monitor                         [illegible]     80    80
                                      TOT    P                            [illegible]       71,[illegible]
                                      TOT    N                            [illegible]         198.[illegible]CR
                                   XX JOB TOTALS XX          XX           [illegible]  XX   71,[illegible]  XX

                                                                       XI  699001  22 STATE
 SE CRYSL SPR BLVD-OLNND ST   CONT NO [illegible] FA PROJ NOS XI  699001  72            [illegible]     79    81
                         326   1019   201    00 P [illegible]                                119,946.10     80    81
                         326   1019   201    00 [illegible]                                     [illegible].93     80    80
                         326   1019   201    00 [illegible]                                    100.00CR     80    80
                         326   1019   [illegible]    00 [illegible]                                          .91     81    81
                         326   1019   [illegible]    00 [illegible]                                          .26     81    81
                         326   1019   [illegible]    00 [illegible]                                     12.51CR     81    81
                         326   1019   [illegible]    00 [illegible]                                      3.53CR     81    81
                         326   1019   [illegible]    00 [illegible]                                    [illegible]     [illegible]    [illegible]
                         326   1019   [illegible]    00 [illegible]                                    [illegible]     79    [illegible]
                         326   1019   [illegible]    00 [illegible]                                 502,[illegible]CR     79    82
                         326   1019   [illegible]    00 [illegible]        [illegible]CR      [illegible]     [illegible]     79    82
                         326   1019   [illegible]    00 [illegible]        [illegible]       [illegible]CR    [illegible]     79    82
                         326   1019   [illegible]    00 [illegible]          91.41      637.[illegible]CR    1,719.74     79    81
                         326   1019   [illegible]    00 P [illegible]                                    [illegible]     80    82
                         326   1019   [illegible]    00 [illegible]        91.41CR       [illegible].29        [illegible]     80    80
                         326   1019   [illegible]    00 [illegible]                                      15.60     80    80
                         326   1019   [illegible]    00 P [illegible]                                    107.[illegible]     79    79
                         326   1019   [illegible]    00 P [illegible]                                     [illegible]     79    79
                         326   1019   [illegible]    00 P [illegible]                                     12.51     79    82
                         326   1019   [illegible]    00 N [illegible]        1.63CR         1.63CR          [illegible]     81    82
                         326   1019   [illegible]    00 N [illegible]        1.63           1.63          [illegible]     81    81
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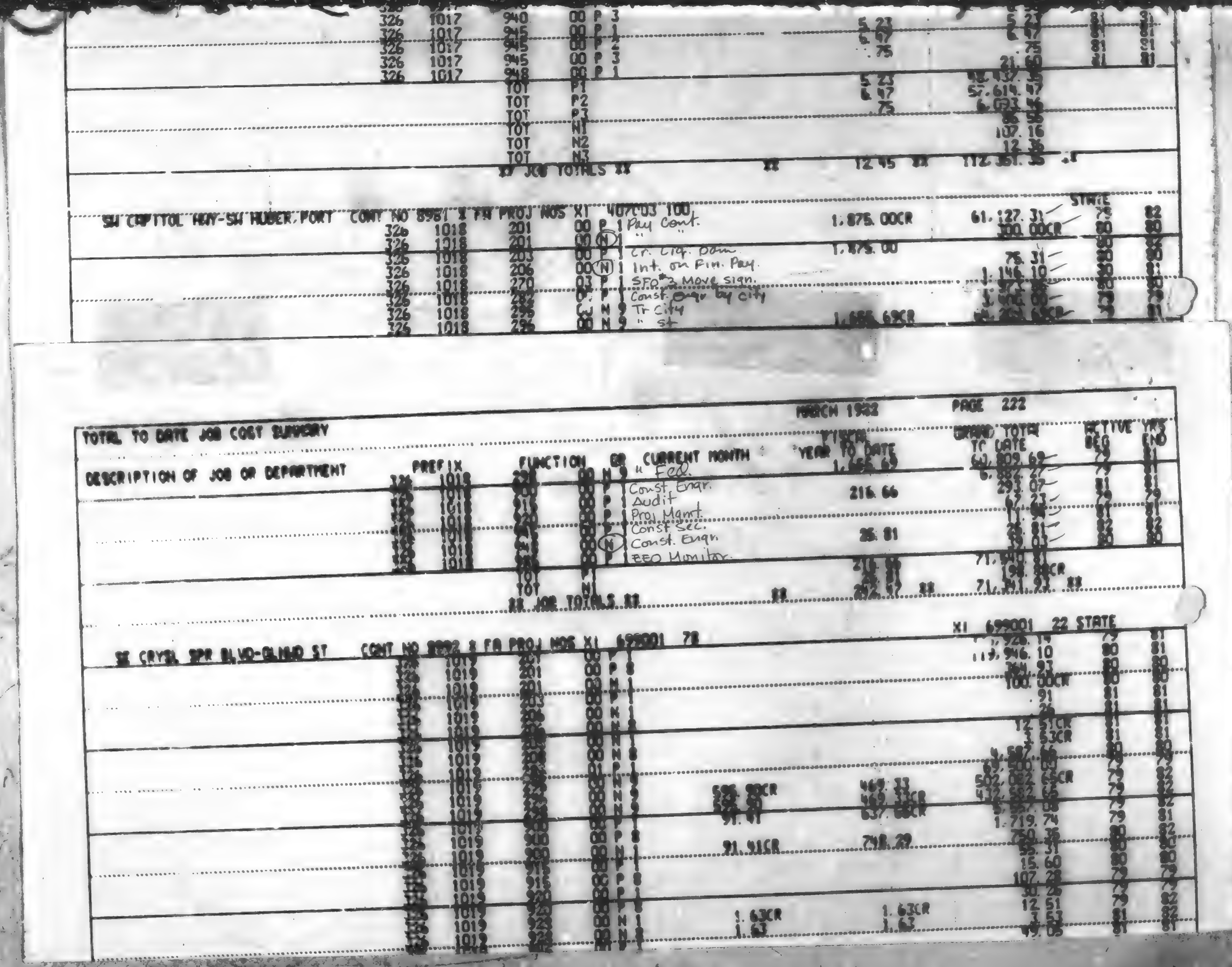

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            326  1017   940     00 P 3                                                      [illegible]   81  81
            326  1017   945     00 P 1                                         5.23             5.23      81  81
            326  1017   945     00 P 2                                         6.47             6.47      81  81
            326  1017   945     00 P 3                                          .75              .75      81  81
            326  1017   948     00 P 1                                                         21.60      81  81
                        TOT        P1                                          5.23       [illegible].437.35
                        TOT        P2                                          6.47        57,614.47
                        TOT        P3                                           .75         6,073.46
                        TOT        N1                                                     [illegible]
                        TOT        N2                                                         107.16
                        TOT        N3                                                          12.36
                  XX JOB TOTALS XX                          XX                12.45  XX   112,351.35

                                                                                                     STATE
SW CAPITOL HWY-SW HUBER,PORT  CONT NO 8981 X FA PROJ NOS X1  407C03 100
            326  1018   201     00 P 1 Pay Cont.                1,875.00CR                 61,127.31      79  82
            326  1018   201     00 (N) 1 "                                                    100.00CR    80  80
            326  1018   203     00 P 1 Cr. Liq. Dam             1,875.00                                  80  80
            326  1018   206     00 (N) 1 Int. on Fin. Pay                                      75.31      80  80
            326  1018   270     03 P 1 SFO #3 Move sign.                                    1,146.10      80  81
            326  1018   [illegible] [illegible] P 1 Const. Engr by City                   [illegible]     80  80
            326  1018   296     [illegible] N 9 Tr City                                   [illegible].00  79  79
            326  1018   296     00 N 9 " st                     1,666.69CR              [illegible]69CR   79  81
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                                                                               MARCH 1982          PAGE  222
TOTAL TO DATE JOB COST SUMMARY                                                   FISCAL           GRAND TOTAL    ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX     FUNCTION    OR  CURRENT MONTH   YEAR TO DATE       TO DATE       BEG  END
            326  1018   [illegible]  00 N 9 " Fed.                              1,666.69          61,809.69      79   81
            326  1018   [illegible]  00 P   Const. Engr.                                       6,[illegible].27   79   81
            326  1018   [illegible]  00 P   Audit                                 216.66             293.07      81   81
            326  1018   [illegible]  00 P   Proj Mgmt.                                                67.23      79   79
            326  1018   [illegible]  00 P   Const Sec.                                           [illegible]     81   81
            326  1018   [illegible]  00 (N) Const. Engn                            26.81              26.81      82   82
            326  1018   [illegible]  00 P   EEO Monitor                                               19.03      80   80
                        TOT             P                                      216.66         71,[illegible]
                        TOT             N                                       26.81         198.[illegible]CR
                  XX JOB TOTALS XX                        XX               2[illegible].47  XX  71,[illegible]  XX

                                                                                      X1  699001   22 STATE
SE CRYSL SPR BLVD-OLMND ST   CONT NO [illegible] X FA PROJ NOS X1  699001  78
            326  1019   201     00 P [illegible]                                             [illegible],928.14  79  81
            326  1019   201     00 N 1                                                          119,946.10   80  81
            326  1019   201     00 P 1                                                       [illegible].93  80  80
            326  1019   203     00 P 1                                                           100.00CR    80  80
            326  1019   206     00 N 1                                                              .91      81  81
            326  1019   [illegible] 00 N 1                                                          .26      81  81
            326  1019   [illegible] 00 N [illegible]                                            12.51CR    81  81
            326  1019   [illegible] 00 N [illegible]                                             3.53CR    81  81
            326  1019   [illegible] 00 N [illegible]                                         4,587.66      80  80
            326  1019   [illegible] 01 P 1                                                    69,500.00      79  79
            326  1019   [illegible] 00 N [illegible]                                        502,082.65CR   79  82
            326  1019   [illegible] 00 N [illegible]  595.98CR        469.33              432,582.65      79  82
            326  1019   [illegible] 00 N [illegible]  [illegible]     469.33CR        [illegible],557.08  79  82
            326  1019   [illegible] 00 P [illegible]  91.41           637.68CR              1,719.74      79  81
            326  1019   910     00 P [illegible]                                              750.36      80  82
            326  1019   900     00 N 1               91.91CR         748.29                    55.31      80  80
            326  1019   915     00 P [illegible]                                               15.60      80  80
            326  1019   915     00 P [illegible]                                              107.28      79  79
            326  1019   920     00 P 1                                                         30.26      79  79
            326  1019   923     00 P [illegible]                                               12.51      79  82
            326  1019   923     00 N 1               1.63CR          1.63CR                     3.53      81  82
            326  1019   923     00 N [illegible]     1.63            1.63                      49.05      81  81
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FHWA BILLING VOUCHER

PREFIX	GRP	FED AID PROJ FI APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
326-1005	1	RRO -000S-003 APPR-685	51,781.00	38,602.34	38,602.34	90.00	34,742.11	34,742.11		
326-1007	1	XI -000C-007 APPR-823	857.00	337.29	337.29	85.77	289.29	289.29		
326-1008	1#	RRO -000S-205 APPR-685	1,869.11	2,089.69	2,026.79	90.00	1,869.11	1,869.11		
	2	SRS -000S-205 APPR-148	94,661.25	105,179.17	105,179.17	90.00	94,661.25	94,661.25		
326-1008		PREFIX TOTALS	96,530.36	107,268.86	107,255.96		96,530.36	96,530.36		
326-1009	1	XI -9723-001 APPR-823	518,343.00	595,926.02	593,191.50	85.80	508,958.31	508,958.31		
	2	M -9723-001 APPR-H36				85.80				
326-1009		PREFIX TOTALS	518,343.00	595,926.02	593,191.50		508,958.31	508,958.31		
326-1010	1#	XI -000C-006 APPR-823	41,151.33	47,970.62	47,961.92	85.80	41,151.33	41,151.33		
326-1011	1	SOS -2601-007 APPR-680	20,101.00	30,885.40	30,716.98	85.77	26,345.10	20,101.00	6,244.10 B	
326-1012	1#	M -9910-001 APPR-H36	171,277.37	194,509.58	194,236.07	88.18	171,277.37	171,277.37		
326-1013	1#	M -000C-009 APPR-H36	18,221.56	19,471.17	20,664.05	88.18	18,221.56	18,221.56		
326-1014	1	M -9228-003 APPR-H36	12,034.00	8,162.78	8,162.78	88.10	7,191.41	7,191.41		
326-1015	1	M -9809-003 APPR-H36	34,366.00	15,561.67	15,561.67	88.10	13,709.83	13,709.83		
326-1016	1	XI -9867-002 APPR-823	39,000.00	44,530.88	43,440.43	85.00	36,924.37	36,924.37		
326-1017	1	SOS -2601-002 APPR-680	42,130.80	48,523.90	48,437.35	85.77	41,544.72	41,544.72		
	2	SOS -2601-003 APPR-680	49,815.55	57,721.63	57,614.47	85.77	49,415.93	49,415.93		
	3	SOS -2601-006 APPR-680	6,199.25	6,105.82	6,093.46	85.77	5,226.36	5,226.36		
	9									
326-1017		PREFIX TOTALS	98,145.60	112,351.35	112,145.28		96,187.01	96,187.01		
326-1018	1#	XI -9407-003 APPR-823	60,809.69	71,311.93	71,540.81	85.00	60,809.69	60,809.69		
326-1019	1	XI -9699-001 APPR-823	329,110.54	308,305.06	307,188.87	85.00	329,110.54	329,110.54		
	2	XI -9699-001 APPR-823	103,472.11	121,732.15	121,731.89	85.00	103,472.11	103,472.11		
326-1019		PREFIX TOTALS	432,582.65	510,037.21	508,920.76		432,582.65	432,582.65		
326-1020	1	XI -9822-005 APPR-823	1634,200.00	1785,072.84	1723,819.58	85.00	1465,246.63	1465,246.63		
326-1021	1	RRS -9917-001 APPR-138	63,416.00	67,060.97	67,060.97	90.00	60,354.87	60,354.87		

8981

cc: State (H S Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FED HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

2-6-81

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 2-6-81	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IX-9407(3)
COMPLETION DATE 4-8-80	ACCEPTANCE DATE BY CONTRACT AGENCY 7-30-80	TIME ELAPSED 112 %	CONTRACT TIME 200
APPROVED EXTENSIONS 24 days	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SW. CAPITOL HWY.-HUBER ST.
Traffic Signal

The project provided installation of a four-phase traffic signal.

The contractor exceeded the allowable time by 25 days, however, a 25-day time extension has been granted.

Relocation of existing traffic signs mentioned in the final inspection report has been completed.

RECEIVED
STATE HWY ENGR
FEB 12 '81
REFER TO
Keasey
FOR

Info	In-ves	R/W	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 2-9-81	TITLE Field Operations Engineer	DATE 2-10-81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

#8981

September 10, 1980

Mr. Owen A. Johnson
Fidelity and Deposit Company of Maryland
Room 801, Dexter Horton Building
Seattle, WA 98104

CON 5
#8981

Dear Mr. Johnson:

This is in response to your letter of September 3, 1980, concerning the release of a lien against L. W. Hembree Company on Contract No. 8931.

We are attaching a copy of a letter from Safety Signal Systems, Inc., dated August 19, 1980, stating the claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms
Attachment

Fidelity and Deposit Company

OF MARYLAND

BONDING

INSURANCE

Owen Johnson
Claims Attorney

SEATTLE CLAIM OFFICE
Room 801, Dexter Horton Building
Seattle, Wash. 98104
Phone (206) 624-0641

In Reply Please Refer to
Our File No...............

September 3, 1980

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert W. Gormsen
Commission Services

Re: Your File: CON 5 #8981
L. W. Hembree Company

Dear Mr. Gormsen:

I have a copy of your letter to Safety Signal Systems, Inc., dated July 31, 1980.

In talking with Safety Signal Systems, they advised me that they have been paid, and that the lien will be released.

I would appreciate if you could advise me if the Safety Signal Systems lien has been released, in order that I might close my file.

Yours truly,

OWEN A. JOHNSON

OAJ/mg

RECEIVED
SEP 5 - 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8981

L

August 28, 1980

Safety Signal Systems
7002 220th Street, S.W.
Mountlake Terrace, WA 98043

OCH 3
Contract #8981

Gentlemen:

Thank you for your notice dated August 19, 1980, informing us that your claim for $3,442.84 against L. W. Hembree Company has been paid in full.

This was in connection with L. W. Hembree Company's Contract No. 8981 for traffic signal installation on Southwest Capitol Highway at Southwest Huber Street in Portland.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:dms

cc: L. W. Hembree Co.
1441 S.E. 82nd Avenue
Portland, OR 97216

Fidelity & Deposit Co. of Maryland
500 N.E. Multnomah
Portland, OR 97233

8/28/80
noted on card

Robert W. Gormsen, Commiss[illegible] Services
Dept. of Transp., State of Oregon
Trnsp. Bldg., Salem, OR 97310

CC: L.W. Hembree
Fidelity & Deposit Co. of MD

RELEASE OF CLAIM

THIS IS TO CERTIFY that certain claim for the sum of Five Thousand, Four Hundred, Forty-Two and 85/100 dollars and costs and attorney's fees against L.W. Hembree Co. contractor and Fidelity & Deposit Co. of Maryland surety, on contract for improvement of Sign Route No. ____, Section Traffic Signal Installation; SW Capitol Hwy at SW Huber T., Portland; Hwy FAU-9407, Multnomah County

Contract No. 8981 heretofore filed by the undersigned in the office of the Washington, is fully paid, satisfied and discharged, that any and all persons, including the State of Oregon, its officers and agents and the contractor and surety in question, are relieved from all liability for payment of the same; and that the said state, its officers and agents are hereby authorized and requested to cancel the said original of such claim as so filed.

Dated August 19, 1980

Safety Signal Systems, Inc Claimant.

By A. T. Matthews
A.T. Matthews, Charman/Board
Address 7002 220th S.W., Mtlk Terrace, WA 98043

STATE OF WASHINGTON)
)
)
County of Snohomish)

This is to certify that on this 19th day of August A.D., 19 80, before me the undersigned notary public duly commissioned and sworn, personally appeared A.T. Matthews to me known to be the individual described in and who executed the foregoing instrument, and acknowledged to me that he signed the same as his free and voluntary act and deed, or the free and voluntary act and deed of the firm whom he represents, for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal on the day and year in this certificate above written.

Jeanette Stumpf
Notary Public in and for the State of Washington, residing at Lynnwood, WA

My Commission expires March 27, 1983

DOT FORM 134-036
REVISED 9/77

8981

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

8-6-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8971	Columbia River (Interstate) Bridge Multnomah Co., Oregon Clark Co., Washington	July 14, 1980
Jarl Construction, Inc. No. 8782	North Unit, Condon-Thirtymile Creek Gilliam Co.	July 15, 1980
R. L. Coats No. 8753	Baldock Slough-S. Baker Intchge. Baker Co.	July 18, 1980
Cascade Constr. Co., Inc. No. 8957	Lawnfield Rd.-Clackamas Hwy. Clackamas Co.	July 18, 1980
J. C. Compton Co. No. 8985	Carus Jct.-Woodburn-Estacada Hwy. Clackamas Co.	July 18, 1980
Cushing Bros., Inc. No. 9099	Dundee (S.W. 5th St.) Yamhill Co.	July 21, 1980
J. C. Compton Co. No. 8960	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	July 22, 1980
Holst Construction Co. No. 8842	Neal Creek Bridge Hood River Co.	July 24, 1980
A-1 Sandblasting & Steam-cleaning Co. No. 8714	Coos Bay (McCullough) Bridge Coos Co.	July 24, 1980
Hertz Electric, Inc. No. 9038	S. Ore. Ave. @ High School Entrance and Monroe St. @ Broadway Ave. (Burns) Harney Co.	July 24, 1980
Morse Bros. Inc. No. 8982	Corvallis/Newport Hwy. @ 19th St. (Philomath) Benton Co.	July 25, 1980
Cascade Constr. Co., Inc. No. 8923	Wilson River Hwy. Jct.-Vista Ridge Tunnel Washington and Multnomah Counties	July 29, 1980
Tawn Mar Constr. Co. No. 9065	Parsnip Creek Rock Production Lake Co.	July 29, 1980
L. W. Hembree Co. No. 8981	SW Capitol Hwy. @ SW Huber St. (Portland) Multnomah Co.	July 30, 1980

Contractor and Contract No.	Section and County	Acceptance Date
S. D. Spencer & Son No. 8003	Garden Valley Rd.-Fairgrounds Intchge. Douglas Co.	July 30, 1980
Hamilton Electric, Inc. No. 8966	Columbia River Hwy. @ Umatilla Br. Spur (Umatilla) Umatilla Co.	August 4, 1980
S. D. Spencer & Son No. 8501	Cottage Grove-Martin Creek Lane Co.	August 6, 1980
Tawn Mar Constr. Co. No. 9064	Drews Reservoir Lake Co.	August 6, 1980
W. R. Grasle Co. No. 9069	Scholls Hwy. @ SW 121st Ave. (Tigard) Washington Co.	August 6, 1980

August 6, 1980 CT Keasey

C. T. Keasey
Asst. State Highway Engineer

8981

August 5, 1980

Fidelity & Deposit Co. of Maryland
900 N. E. Multnomah
Portland, OR 97232

CON 3
#8981

Gentlemen:

Contract No. 8981 awarded to L. W. Hembree Company for traffic signal installation on S. W. Capitol Highway at S. W. Huber Street in Portland was completed on May 2, 1980, and accepted by the State Highway Division on July 30, 1980.

Final payment in the amount of $5,012.34 will be released to the contractor after August 11, 1980. The total contract amount is $60,827.31 including $1,904.12 for work performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Shm

cc L. W. Hembree Co.
1441 S. E. 82nd Avenue
Portland, OR 97216

Fidelity & Deposit Co. of Maryland
P.O. Box 1227
Baltimore, Maryland 20203

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Macek
Ed Hardt

8981 5400

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
AUG 1 1980
NORMA PAULUS
SECRETARY OF STATE

July 31, 1980

IN REPLY REFER TO
FILE NO.:
CON 5
#8981

Safety Signal Systems, Inc.
7002 - 220th Street S.W.
Mountlake Terrace, WA 98043

FILED
AUG 1 1980
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This letter acknowledges the receipt of your notice of claim dated July 25, 1980, against L. W. Hembree Co. for traffic signal equipment in the amount of $5,442.85.

The claim involves Contract No. 8981 for traffic signal installation on the S.W. Capitol Highway at S.W. Huber Street in Portland.

This letter and your notice of claim will be filed with the Secretary of State's Office. A copy of both will also be sent to the prime contractor and the surety.

Please notify this office when payment has been received.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

cc: Fidelity & Deposit Co. of Maryland
500 N.E. Multnomah
Portland, OR 97232

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

L. W. Hembree Co.
1441 S.E. 82nd Avenue
Portland, OR 97216

Noted on card 8-4-80 dmc

RECEIVED
AUG 4 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

SAFETY SIGNAL SYSTEMS, INC.
7002 - 220TH ST. S.W.
MOUNTLAKE TERRACE, WA 98043

(206) 775-1557 or 633-2159
Telex No. 32-9400

JUL 28 1980

LETTER OF TRANSMITTAL

DATE July 25, 1980
RE: Notice of Lien; L.W. Hembree
Project: Traf. Sig. Installation, SW Capitol Hwy at SW Huber St., Portland
YOUR NO.
OUR NO.

TO: Oregon Department of Transportation
9421 S.W. Glennwood St.
Portland, OR 97266

ATTENTION: Willard Hoffman, Resident Engineer

GENTLEMEN:

WE ARE SENDING YOU ☒ ATTACHED ☐ UNDER SEPARATE COVER VIA ______ THE FOLLOWING

☐ Submittals ☐ Pole Drawings ☐ S.O. Request ☐ Plans ☐ Specifications ☐ Quotation

☐ Change Order

☒ Notice of lien as referenced above, Contract #8981 and per our telephone conversation this morning.

QTY	NO.	DESCRIPTION
		*List: L.W. Hembree Co. 1441 SE 82nd Ave. Portland, OR 97216 Extra copy to OSHDOT to be sent to bonding company Job File OR-290 Note: Original copy via certified mail w/signature return requested

THESE ARE TRANSMITTED FOR: ☐ Approval ☐ Information ☐ Distribution ☐ Quote Preparation

☐ Order Processing ☐ Review and Comment ☐ ______

☐ BID DUE ______

REMARKS: Please note that we are sending extra copies, one to be send to the pertinent bonding company as we do not have their name and address.

COPY TO: List ...See Above

SIGNED: J. E. Stumpf

SAFETY SIGNAL SYSTEMS, INC.
7002 220th S. W.
MOUNTLAKE TERRACE, WA 98043
Phone: (206) 775-1557

Date: July 25, 1980

TO: Willard Hoffman
Resident Engineer
State of Oregon Highway Dept. of Transportation
9421 SE Glennwood St.
Portland, OR 97266

NOTICE IS HEREBY GIVEN That the undersigned Signal & Surveillance Systems Company dba Safety Signal Systems, Inc. (claimant), has a claim in the sum of Five Thousand, Four Hundred, Forty-Two and 85/100 ($5442.85) dollars against L.W. Hembree Co., 1441 SE 82nd Ave. Portland, OR 97216 (contractor) and against the bond taken from ______ (surety) for the work of Traffic Signal Installation; SW Capitol Hwy at SW Huber St., Portland Highway FAU-9407; Multnomah County (description of work for which bond was taken)

Contract No. 8981 Said claim is for Traffic Signal Equipment

(if for work or labor state nature thereof; if for material or supplies furnished state generally what material or supplies were furnished.)

In the event the above claim is not settled and paid without an action of the courts to enforce the same, in addition to above item, undersigned claims the sum of $500.00 dollars as an Attorneys fee, and the sum of $500.00 dollars to defray costs of said action.

Safety Signal Systems, Inc.
By A. T. Matthews
A.T. Matthews, Chairman/Board
Address 7002 220th SW
Mountlake Terrace, WA 98043

Subscribed and sworn to before me this 25th day of July, 1980

[illegible] E. Stumpf
Notary Public in and for the State of Washington, residing at Lynnwood, Snohomish County

Filed Job File OR-290
CC: Hembree
Extra Copy to Dept. of Transp. to be sent to bonding company

8981

L.

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 13, 1980

CON 5

L. W. Hembree Company
1441 SE 82nd
Portland, OR 97216

Gentlemen:

Re: Time Extension Request
SW Capitol Hwy. @ SW
Huber St.
Contract No. 8981
FAP No. IX-9407(3)

Your request for additional contract time on the above project has been carefully reviewed. A time extension of 25 calendar days is granted due to the State's late approval of the signal controller. This will eliminate all liquidated damages on this contract.

Sincerely,

C T Keasey

C. T. Keasey
Ass't. State Highway
Engineer

CTK:OBJ:mk

bc: H. S. Coulter ✓
E. L. Hardt/att.
Willard Hoffman/att.
FHWA

RECEIVED
STATE HWY ENGR
JUN 18 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

8981

FORM 51-734-0001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.W. Capitol Hwy. @ S.W. Huber St.

WEEK ENDING: April 19, 1980

SECTION PREFIX: 326-1018

HIGHWAY: FAU 9407

COUNTY: Multnomah

NAME OF JOB: S.W. Capitol Hwy. @ S.W. Huber St.

KIND OF WORK: Traffic Signals

CONTRACTOR: L.W. Hembree Co.

CONTRACT NUMBER: 8981

FEDERAL AID PROJECT NUMBER: IX-9407(3)

DATE OF CONTRACT: August 16, 1979

DATE WORK STARTED: October 24, 1979

ESTIMATED COMPLETION DATE: April 8, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 200

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 225

PERCENT OF TIME ELAPSED: 113

PROJECT AUTHORIZATION: $ 70,369.17

EXCLUSIVE OF ENGINEERING: $ 64,223.39

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 62,958.79

ESTIMATED PERCENT UNDERRUN: 2 %

ENGINEERING AUTHORIZATION: $ 6,145.78

ENGINEERING COST TO DATE: $ 4,900.00

PERCENT OF AUTHORIZATION: 80 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: April 8, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEANING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	0		
MONDAY	Rain	0		
TUESDAY	Fair	0		
WEDNESDAY	Clear	0		
THURSDAY	Fair	0		
FRIDAY	Fair	0		
SATURDAY		0		

RECEIVED
APR 21 1980
CONSTRUCTION BRANCH
Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

4/13 SUNDAY	No activity.
4/14 MONDAY	No activity.
4/15 TUESDAY	No activity.
4/16 WEDNESDAY	No activity.
4/17 THURSDAY	No activity.
4/18 FRIDAY	No activity.
4/19 SATURDAY	No activity.

REMARKS

This project was completed and the second notification submitted dated 4/8/80. This office will be working on the Semi-Final data.

SIGNED W E Hoffman LOCATION Portland

W.E. Hoffman Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8981

1

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-25-79

FEDERAL AID PROJECT NO.: IX-9407(3)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80303

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 16 '79
REFER TO
10-16 orig Moehring
FOR
Info | Inv./ES | R/W | D/R | Sym | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
6-20-79	9-25-79	FAU 9407
		STATE ROUTE NUMBER City Street

GENERAL LOCATION:

S.W. Capitol Highway at S.W. Huber Street (Portland)

GENERAL DESCRIPTION OF WORK:

Revised PS&E Estimate

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See Below
☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of August 15, 1979, I approve the revised PS&E Estimate for a TEC of $73,073 - Federal Funds $62,111. (Increase TEC $4,073 - Federal Funds $3,461)
Advice dated September 25, 1979.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-25-79	G. K. [illegible]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-721-818

8981

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 15, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Additional IX Funds for Project Agreement
Item No. 80303
Project No. IX-9407(3)
S.W. Capitol Hwy. @ S.W. Huber St. (Portland)
Multnomah County

We request additional Interstate Substitution General Funds financing for the subject project based on the fact that the project agreement exceeds the funds requested in our May 14 letter. Approval of this request will involve additional estimated total cost of $4,073 and allotment of $3,461 in Federal Funds.

A tabulation of the amounts involved are as follows:

Request	TEC	FF	City-State
Prasent	$73,073	$62,111	$10,962
Original	69,000	58,650	10,350
Difference	$ 4,073	$ 3,461	$ 612

DAR:dmc
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Gary Zehner

Form 734-3122

8981

July 13, 1979

City of Portland
400 S.W. 6th Avenue
Portland, Oregon 97204

Attn: John Lang
Highway Coordinator

Gentlemen:

On July 12, 1979 a satisfactory bid was received from L. W. Hembree Co., 1441 S.E. 82nd Avenue, Portland, Oregon 97216 for traffic signal installation on S.W. Capitol Highway at S.W. Huber Street Section, FAU 9407. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$59,817.79
Permanent Pavement Striping	$ 700.00
Signal Controller Testing	940.00
4 1/2% Contingencies	2,765.60
10% Engineering	6,145.78
ESTIMATED TOTAL COST	$70,369.17

City's Advance Deposit:
6% of $70,369.17 = $4,222.15 or say $ 4,200.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than August 3, 1979.

Please make your check for $4,200.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

8-16-79
Rec'd $4,200
Notified Steve McNab
& Jon Rose

FH:pf

bcc w/AD # 661: Jon Rose, Region I Federal Aid Specialist
Vern Skoog - Please return completed AD # 661
when check is received.

8781

9407

Date 7-12-79 PROJECT MANAGEMENT OFFICE MEMO

Subject SW Capital Hwy @ Huber St. File No.

Received (call) (visit) from

Address

Made (call) ~~(visit)~~ to Max Klotz Phone

Reason for contact and general discussion: Notified Max of bids received and $4,200 Advance deposit required he will check w/City & let us know.

7-13-79 Max says City approved bids and to proceed w/acquiring Advance Deposit.

✓

Signature Gary E. Zehm

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8981

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

6-20-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -9407 (3)

2

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80303

COUNTY NAME Multnomah

Ptld.

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 22'79
REFER TO
Thackeray
FOR
Info | Rec. | A/D | D/R | Sig | Act | File

6-22
orig to

DATE PS&E APPROVED 6-20-79

DATE AUTHORIZATION EFFECTIVE 6-20-79

FEDERAL ROUTE NUMBER FAU 9407

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
S.W. Capitol Hwy at SW Hubert St. (Portland)

GENERAL DESCRIPTION OF WORK:
Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 6-18-79 request and certifying statements are accepted.
PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $69,000 Federal Funds $58,650.

A signed copy of the Title Sheet is returned herewith.

(Per advice dated 6-13-79)

DATE 6-20-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hoome

TITLE for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-918

8981 2

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: June 15, 1979

In reply refer to: HFO.8-OR/710.32

SUBJECT: Interstate Transfer Projects

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

This office has been advised by telephone that Federal Funds are now available for obligation on the following projects:

IX-9407(3)	S.W. Capitol Hwy. at S.W. Huber TEC $69,000. Federal Funds $58,650 (Construction)
IX-9-3(8)	N. Tigard Interchange- Beef Bend Rd. (Tigard) TEC $950,000 Federal Funds $807,500 (Construction

G. K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
JUN 18'79
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

[illegible]

8981

2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 13, 1979

TO: Peggy O'Connell

FROM: Bill Hayden BH

SUBJECT: E-4 Projects Pending Approval by FHWA/UMTA Headquarters

The following Interstate Substitution Projects are currently pending approval at FHWA/UMTA Headquarters offices. All of these projects are ready to go to construction this summer. The only thing holding up contracts is FHWA/UMTA approval. I would appreciate your assistance in expediting approvals.

Project Number	Name	Date Submitted
1X-9699 (1)	S.E. Glenwood to Crystal Springs Blvd.	3-29-79
1X-9407 (3)	Capital Hwy. at Huber	5-16-79
1X-9234 (4)	Progress Interchange Off-ramp	4-27-79
1X-26 (10)	S.E. Morrison Bridge Ramp	4-24-79
1X-9665 (7)	Oatfield Rd. at Jennings Ave.	4-24-79
1X-9659 (5)	Clackamas Hwy. to Gladstone City Limits	4-24-79

BH:jmy
cc: Fred Klaboe
bc: Don Adams
Buzz Swan
Ted Spence
Bob Royer
Larry Rulien

RECEIVED
STATE HWY ENGR
JUN 13'79
REFER TO

FOR

Info	Invest	R/O	D/R	Sign	Act	File
						\

8981

~~Mult~~, Co.
P77

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 11, 1979

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening July 12, 1979

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. IX-9407(3) Highway No. 726 - [redacted]

Federal-aid Project Name S.W. Capitol Hwy. @ S.W. Huber St. (Portland)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[XX] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

8981

2

June 5, 1979

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, Oregon 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The following projects in the Portland urbanized area were submitted to the Federal Highway Administration during the month of April:

		Funds		
Project	Work	Federal	State	Local
SW Capitol Hwy. @ SW Huber St. (Portland) Section	Const.	$58,650	$6,210	$4,140

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

There were no projects submitted for the Salem urbanized area for the month of April.

Sincerely,

F. B. Klaboe
Director of Transportation

JLG:dmc

bc: H. S. Coulter
L. W. Rulien
D. H. Moehring
R. N. Bothman

8981

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

5-30-79

Subject: Federal Aid Project No. M-9407 (2)
Project Name S. W. Capitol Highway at S.W. Huber St. (Portland)
FAU 9407

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at PORTLAND, Oregon, this 30th day of MAY, 1979

City of PORTLAND

John M Lang
JOHN M. LANG, CHIEF
BUREAU OF STREET AND STRUCTURAL ENGR.

cc: C.T. KEASEY
D.E. SWAN
R. TRYGSTAD

Certified By:

Regional Right-of-Way Supervisor
Date 6/7/79

Instructions: Complete A or B and C.
R/W File No. ________

NA

8981

STATE OF OREGON **INTEROFFICE MEMO**

Metro Technical Services — DEPT.
238-8231 — TELEPHONE

TO: L. E. GEORGE
Traffic Engineer

DATE: May 18, 1979

FROM: TOM SCHWAB Tom Schwab
Trans. Analysis Engineer

SUBJECT: Traffic Signal Plans
S.W. Capitol Hwy. @ S.W. Huber St.
(Portland) Section
FAU 9407
Multnomah County
Prefix: 326-1954

Attached is one set of the preliminary plans for a traffic signal installation at the above named intersection. These plans have been reviewed and approved by the City of Portland.

pq

Attachment

NOTED
W. R. ZIRBES

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
[✓ LGE ☐] FAE ☐ OPE ☐
MAY 21 1979
H
File: PM FA
LG OP
TAA FRED

NOTED
DWAYNE HOFSTETTER

SIGNAL PLAN

A. E. Bennett

CITY APPROVAL

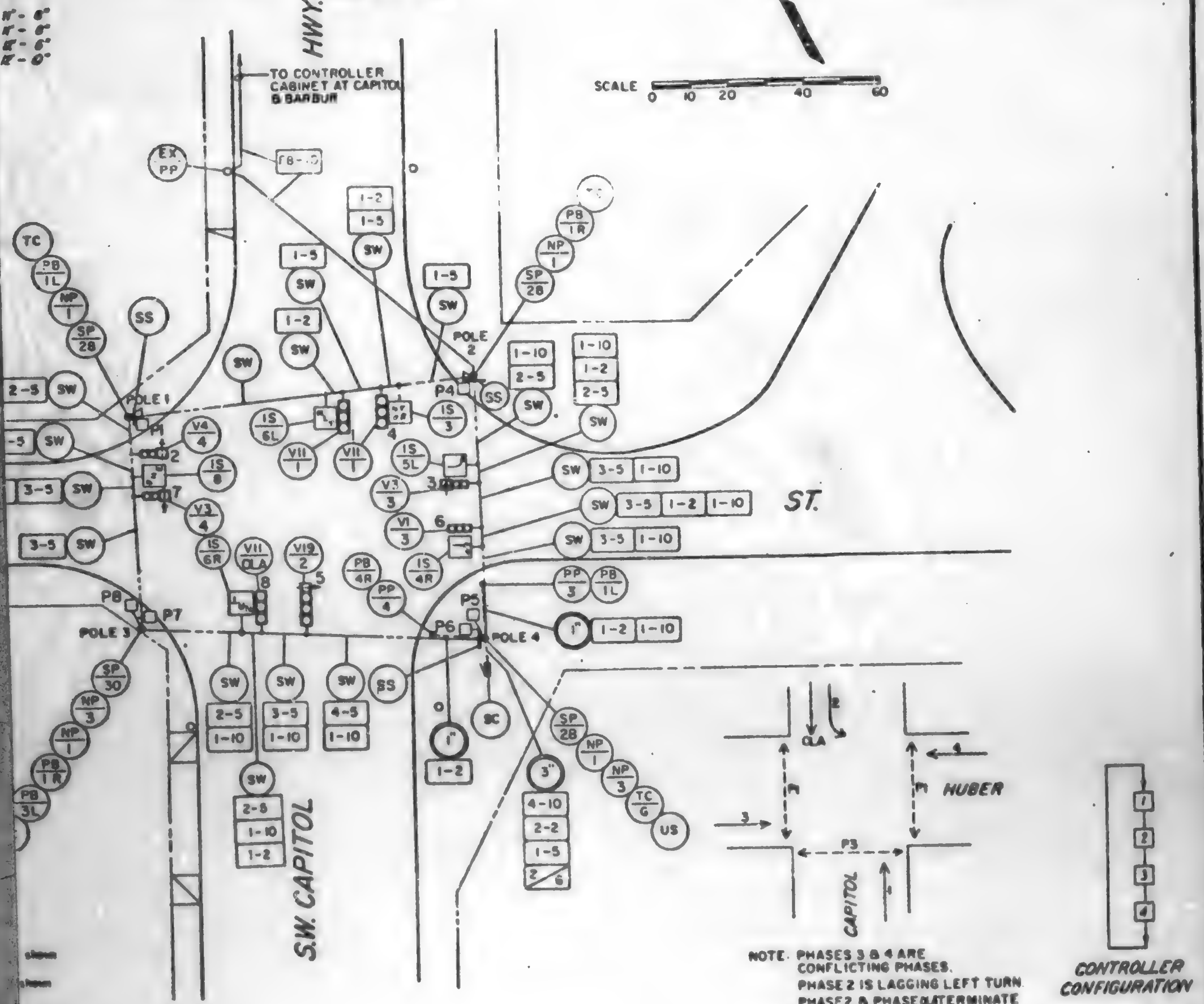
5 /31/ 79

DATE

PRELIMINARY COPY

SUBJECT TO CHANGE

MAY 0 9 1979



HWY.
TO CONTROLLER CABINET AT CAPITOL & BARBUR
SCALE 0 10 20 40 60
EX PP
POLE 1
POLE 2
POLE 3
POLE 4
P1 P4 P5 P6 P7 P8
TC
PB 1L
NP 1
SP 28
SS
SW
1-2
1-5
1-10
2-5
3-5
4-5
IS 6L
IS 3
IS 5L
IS 8
IS 6R
IS 4R
V4 4
V3 4
V3 3
VI 3
VII 1
VII OLA
VI2 2
PB 4R
PP 4
PP 3
PB 1L
PB 1R
SP 30
NP 3
PB 3L
TC 6
US
SC
1"
3"
4-10
2-2
2 6
ST.
S.W. CAPITOL
HUBER
CAPITOL
OLA
P3
1
2
3
4
CONTROLLER CONFIGURATION

NOTE: PHASES 3 & 4 ARE CONFLICTING PHASES.
PHASE 2 IS LAGGING LEFT TURN.
PHASE 2 & PHASE 6 TERMINATE SIMULTANEOUSLY.

OLA = 1+2

shown

shown

shown

ize

of cables

shown

SIGNAL PLAN

24" x 30" interior-illuminated "NO RIGHT TURN" sign

phase (Ph) modular neon pedestrian signal

phase (Ph) pedestrian pushbutton with left arrow sign

phase (Ph) pedestrian pushbutton with right arrow sign

10-conductor No. 14 awg figure 8 PC cable with integral 1/4 inch messenger

APPROVED	OREGON STATE HIGHWAY DIVISION TRAFFIC ENGINEERING SECTION	
TRAFFIC ENGINEER 5 / 9 / 79 DATE	TRAFFIC SIGNAL INSTALLATION SW. CAPITAL HWY. AT SW. HUBER ST. (PORTLAND) FAU 9407 MULTNOMAH COUNTY	
	DATE ______	TED DRWG NO 4544

9407

INTEROFFICE MEMO

STATE OF OREGON

METRO TECHNICAL SERVICES — DEPT.
238-8231 — TELEPHONE

DATE: May 17, 1979

D.H. MOEHRING
Assistant State Highway Engineer

MAX J. KLOTZ
Metro Technical Services Engineer

: Capitol Hwy. @ Huber St.
Traffic Signal
City of Portland
Prefix: 326-1954

Attached is a letter from David Hill of the City of Portland confirming his telephone message to me that we may proceed with the contract for Capitol Hwy. at Huber Street signal.

Delays in other city "New Traffic Signals" have made funds available for this project's overrun.

js

cc: T. Schwab

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
[✓ LGE ☐] FAE ☑ OPE ☐
MAY 21 1979
N M
File: PM FA
TAA ______ LC OP

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

May 15, 1979

MAX KLOTZ
ODOT METRO
5821 NE GLISAN
PORTLAND OR 97213

Dear Max,

In response to our conversation yesterday afternoon concerning the TIP category, "New Traffic Signals," I am forwarding this information. The major project category, "New Traffic Signals," contains three major projects: Macadam Avenue Signals, Columbia Boulevard Signals, and a signal at Capitol and Huber. Based on information from you and the City's Bureau of Traffic Engineering, the following facts are valid at this time:

Macadam Avenue Signals - To be included as part of the Macadam Avenue project. Based upon the fact that right-of-way is now needed, project may not proceed with construction until February/March of 1980.

Columbia Boulevard Signals - A little less than one-half of these signals are now going to be tied up with the PUC because of railroad crossing problems. There are several possibilities here: a PUC hearing; use of railroad grade crossing funds (have not been applied for); and, a delay involving an indeterminate length of time. The remaining balance of the signals will proceed according to the schedule for construction.

Capitol @ Huber - This signal project has no problems except for a continually-escalating cost: the latest being $64,000 total for right-of-way and construction. This equals approximately $55,000 in Federal funds, an increase of approximately $16,000.

In summary, then, none of the Macadam Avenue signals will be built soon, and only about one-half of the Columbia Boulevard signals will be built in the near future, leaving the Capitol @ Huber project to go ahead at this time. Please keep us informed on the costs of these projects as the designs are completed and the estimates finalized. This will allow us to reprogram an adequate amount to complete these projects.

Sincerely,

L. David Hill

L. David Hill, Program Management
Bureau of Street & Structural Engineering

TECHNICAL
SERVICES UNIT

MAY 16 1979

LDH:lr

cc: Dick Speer, Traffic Engineering

Section S.W. Capitol Hwy. at S.W. Huber St. (Portland) Programming Estimate $ 64,000

Highway 8981 FAU 9407 Project Length —

County Multnomah 5-16-79 Completion Time 200 Cal. Days

Kind of Work Traffic Signals

Prefix 326-1954 FA Project No. M-9407(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 55,050.00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing	$940	
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 940.00
		$ 55,990.00
Contingencies (4-1/2%)		2,519.55
Engineering (10 %)		5,599.00
~~SUBTOTAL~~		$
Credit for		
Estimated Net Authorization, Construction		$ 64,108.55

APPROVED

Road Design Engineer

Rec'd 5-16-79
ESTIMATE OK

OREGON STATE HIGHWAY DIVISION

~~SUMMARY--BID SCHEDULE~~ --COST ESTIMATE

Sheet 1 of 1

Date May 14, '79

Section S.W. Capitol Hwy. at S.W. Huber St. (Portland)

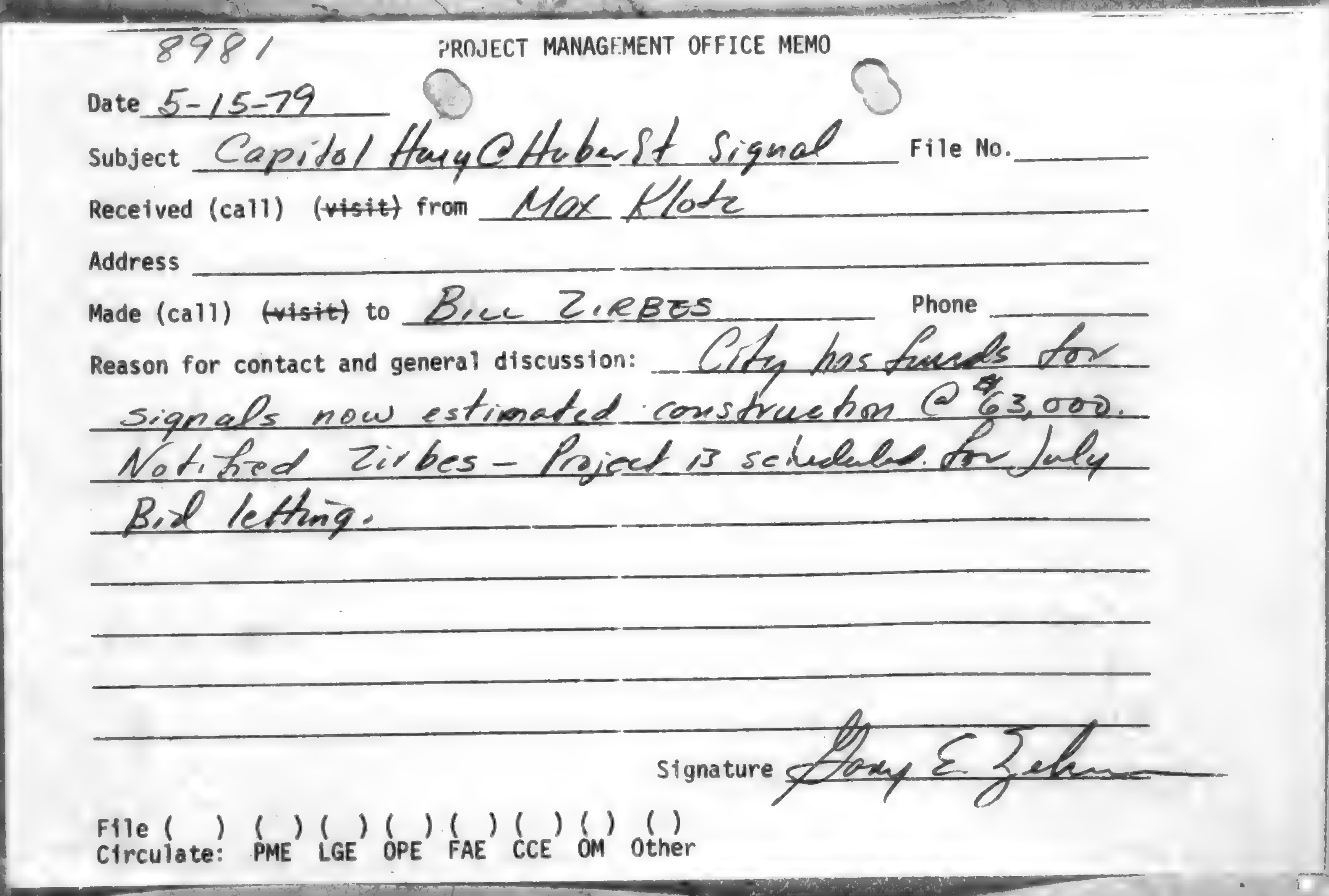
County Multnomah

Kind Of Work Traffic Signals

Length —

Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		All	All	-	1,660-
2	Temporary Signs		Sq. Ft.	176	6-	1,056-
3.	Flagmen		Hour	40	22-	880-
1.	Traffic Signal Installation, Complete		All	All	-	51,454-



8981

PROJECT MANAGEMENT OFFICE MEMO

Date 5-15-79

Subject Capitol Hwy @ Hubert St Signal File No.

Received (call) ~~(visit)~~ from Max Klotz

Address

Made (call) ~~(visit)~~ to Bill Zirbes Phone

Reason for contact and general discussion: City has funds for signals now estimated construction @ $63,000. Notified Zirbes - Project is scheduled for July Bid letting.

Signature Gary E. Zeh

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8981

9407

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 14, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Project Data Submission
Item No. 80303
Project No. IX-9407(3)
SW Capitol Hwy. @ SW Huber St.
(Portland) Section
Multnomah County

Attached support data consists of PR-1 forms and project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on July 26, 1979.

We request transfer of Interstate Substitution General Funds for construction of the subject project as we intend to request PS&E authorization July 3, 1979. This action will involve an estimated total cost of $69,000 with Federal funds in the amount of $58,650.

This request is based on the May 11 letter to you from Mr. F. B. Klaboe, Director of the Department of Transportation.

JLG:dmc
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

N #

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

May 14, 1979

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (69) (70)	YEAR (71) (72)	REGION	STATE NAME	
		City St., Intersection of SW Huber St.		10,000	---	---	10	Oregon	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)(72)	EMERG. YR. (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 20	NUMBER 7
	Traffic Signal								IX-	9407

CARD

CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded

NAME OF URBAN AREA 17-31 Portland

COUNTY NAME Multnomah

ROUTE NO. U

FEDERAL-AID 9407

STATE (32) City St.* (36)

(37) U.S. ---

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) TOPICS Y031		"SW Capitol Hwy. @ SW Huber St. (Portland) Section"	0.0	69,000	58,650	6,210	4,140 (C

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.0	69,000	58,650	6,210	4,140 (C
1	14	PROGRAM APPROVAL DATES 3-8-78			(16) (23)	(24) (33)	REMARKS	Additional Data: Ite No. M-9407(2).

*SW Capitol Hwy.

7

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

May 14, 1979

CT LOCATION (45 typewriter spaces) y St., Intersection of SW Huber St.	ADT	PRESENT 10,000	FUTURE ---	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41 · APPN CODE 823 · ITEM NO. 80303

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX-	NUMBER 9407	SEQ. NO. (3)	I. Projects Only POST MI.	DESIG.	

stitutions General Funded

COUNTY NAME Multnomah — CODE 051

ROUTE NO. U — FEDERAL-AID 9407 — STATE City St.* — U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								
OW								
ONST (CODE) TOPICS Y031		"SW Capitol Hwy. @ SW Huber St. (Portland) Section"	0.0	69,000	58,650	6,210	4,140 (City)	ROW-60' min.; Access Control-none; Parking Restrictions-partial
		JLG · PROJECT TOTALS	0.0	69,000	58,650	6,210	4,140 (City)	

ROVAL DATES 3-8-78

*SW Capitol Hwy.

REMARKS Additional Data: Item No. 80303; Project No. M-9407(2).

over

USCOMM DUSCOMM-DC 48905-P61

SW Capitol Hwy. @ SW Huber St. (Portland) Section
Project No. IX-9407(3)

Remarks - continued

Project Data: The work consists of install multiphase fully actuated traffic signal coordinated with existing signals on Barbur Blvd., adjust utilities as required and perform incidental work common to this type of project.

Note: 1) Included in CRAG (MSD) FY '79 TIP/AE on page 38 item 17. MSD Resolution 79-24 authorized Interstate Transfer Funds for construction.

8981

2

May 11, 1979

To: Glen L. Green, Division Administrator
Federal Highway Administration

From: F. B. Klaboe, Director
Department of Transportation

Subject: Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979, by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland urbanized area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

		Funds		
Project	Work	Federal	State	Local
SW Capitol Hwy. @ SW Huber St. (Portland) Section	Const.	$58,650	$6,210	$4,140

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate these funds as they are authorized by the Metropolitan Service District.

cc: Metropolitan Service District

bc: H. S. Coulter
R. N. Bothman
D. H. Moehring

JLG:dmc jv

8981

2

October 19, 1978

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

Attention: George Yerkovich, Auditor

MISC. CONTRACTS and
AGREEMENTS No. 6599

Gentlemen:

Attached for your files are two fully executed copies of an agreement for improvement of S. W. Capitol Highway at Huber Street in the City of Portland.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

khr

bc: Don Harvell (agreement attached)

8981

THE CITY OF
PORTLAND
OREGON

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

9407

September ~~28~~ 29, 1978

PROJECT MANAGEMENT
☐ CCE ☐ ☐
FAE ☐ ☐
OCT 2 1978
Rp
Zehner

Mr. R. N. Bothman, Metropolitan Engineer
Oregon State Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

Attention: Jon Rose, Regional Federal Aid Engineer

Dear Mr. Bothman:

Enclosed are quadruplicate copies of two agreements as follows:

(1) For installation of five phase traffic signal at S. W. Capitol Highway and Huber Street, authorized by Ordinance No. 146412, State Contract No. 6599
(2) For construction of signal modifications at intersections of S. E. 39th Avenue and Holgate, S. E. 7th and Madison, S. E. Belmont and 20th, 39th and 60th Avenues and replacing signals at 60th and Division Street, authorized by Ordinance No. 146413, State Contract No. 6349.

Will you please have the proper persons sign all four copies of each of the agreements and return two copies of each to the Auditor, Room 202, City Hall, Portland, 97204. All copies have already been executed by the City of Portland.

Your prompt attention to this matter will be appreciated.

ours very truly,

George Yerkovich
uditor of the City of Portland

om Metro Jon Rose | Date 9/29/78
To [redacted]
[redacted] Traffic Region 1

Comments: Both these agreements have been signed by City officials, have the necessary ordinances, are approved by the Metro Administrator and are returned for your further processing.
Jon Rose

MA PDM PDE TSE SPC
ODOT - METRO
SEP 29 1978
AM PPS FILE T/A

8981   7-28-78   2

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9407(2)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80303

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 7-28-78

FEDERAL ROUTE NUMBER FAU 9407

STATE ROUTE NUMBER City street

GENERAL LOCATION:

S.W. Capitol Hwy. at S.W. Huber St. (Portland)

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION TEC NTE $3,100 F.F. $2,650
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6-5-78, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2 paragraph 10e.

Swan
8/1

DATE 7-28-78

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)   EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8981

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 5, 1978

G.L. Green, Division Administrator
Federal Highway Administration

D.E. Swan
Federal Aid Manager

Project Data Submission
Item No. 80303
Project No M-9407 (2)
SW Capitol Hwy. @ SW Huber St. (Portland)
Multnomah County

Attached is data for the subject project.

The project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2 paragraph 10e.

(2) Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E approval at an estimated total cost of $3,100 with an obligation of $2,650 in federal funds.

CL:cw
cc: M. Klotz (Metro)
G. Zehner

Budget Bureau No. 41-R206

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

6/5/78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		ADT PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	(19) (20)	21 City St., SW Capitol Hwy. (Portland) 65	ADT	10,000	N/A (66) (70)	(71) 98 (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	28 P.E. Traffic Signal 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 M- 23	7 9407 (2

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
	Urban System	Multnomah

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
17-31 Portland	U	9407	(32) City St.	(36) (37) --

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					**PE** Topics		SW Capitol Hwy. @ SW Huber St. (Portland)	0.0	3,100	2,650	225	225 (city)
5					**ROW**							
5					**CONST** (CODE) Topics Yo31			0.0	41,900	35,930	2,985	2,985 (city)

CARD	CODE	PREPARED BY		PROJECT TOTALS				
1	1		CL		0.0	45,000	38,580	3,210	3,210 (city)
1	14	PROGRAM APPROVAL DATES March 8, 1978				(16) (23)	(24) (25)	REMARKS

Budget Bureau No. 41-R2867; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

6/5/78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., SW Capitol Hwy. (Portland)		10,000	N/A	98	10	Oregon	41	W36	80303

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER	T. Projects Only
								PREFIX LETTER(S) / NUMBER / SEQ. NO.	POST MI. / DESIG.
gnal								M- 9407 (2)	

DS: Urban System

COUNTY NAME: Multnomah — CODE: 05/

Portland

ROUTE NO.: FEDERAL-AID 9407 — STATE City St. — U.S. --

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE Topics		SW Capitol Hwy. @ SW Huber St. (Portland)	0.0	3,100	2,650	225	225 (city)	ROW - 60' minimum Access Control - none; Parking Restrictions - Partial.
ROW								
CONST (CODE) Topics Yo31			0.0	41,900	35,930	2,985	2,985 (city)	
BY CL		PROJECT TOTALS	0.0	45,000	38,580	3,210	3,210 (city)	

ESTIMATED PROJECT COST BY PHASES

APPROVAL DATES March 8, 1978

REMARKS

USCOMM DUSCOMM-DC 48905-P61

SW Capitol Hwy. @ SW Huber St. (Portland)
Project No. M-9407(2)

Existing Facility: Four travel lanes of high type pavement. Traffic entering the intersection from Huber St. controlled by stop signs.

Adjacent Sections:

E. West End -- 44 foot curbed roadway.
N. East End -- 60 foot roadway with parking with parking one side.

Project Data: The proposed work is as follows:

1) Preliminary Engineering all phases including utility preparatory work.
2) Install multiphase fully actuated traffic signal coordinated with existing signals on Barbur Blvd, adjust utilities as required and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: A-95 review exempt under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project under provisions of paragraph 10e.

FHPM 7-7-5 Requirements:
a) Public Hearings -- None required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

Note: 1) This project is in Congressional District No. 1.
2) Included in CRAG FY 78 Tip annual element and shown as "New Traffic Signals" Item No. 18.

8981 2

April 13, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests

On the Consent Calendar for the April 25 meeting will be six requests from the City of Portland for approval of Urban System projects.

One is for a $358,500 project to signalize six intersections on Columbia Boulevard.

Another is for a $123,000 project to connect North Gantenbein Street to existing ramps of the Fremont Bridge.

A $776,000 project is being requested to reconstruct the intersection of Burnside Street, Sandy Boulevard, and 12th Avenue.

A "Turn-Key" project to replace signal equipment at 21 intersections in the Central Business District is a $600,000 request.

Another request is for a $3,532,000 project to widen Holgate Boulevard and replace the existing bridge over the Southern Pacific right-of-way.

A $45,000 project is being requested to signalize the intersection of S.W. Capital Highway and S.W. Huber Street.

Federal Urban System funds for these projects are estimated at $4,673,670 with the State providing approximately $380,415 in match funds and a like amount being contributed by the City of Portland.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Att.

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
D. N. Harwell
George Bell

CITY OF PORTLAND
Proposed Urban System Project

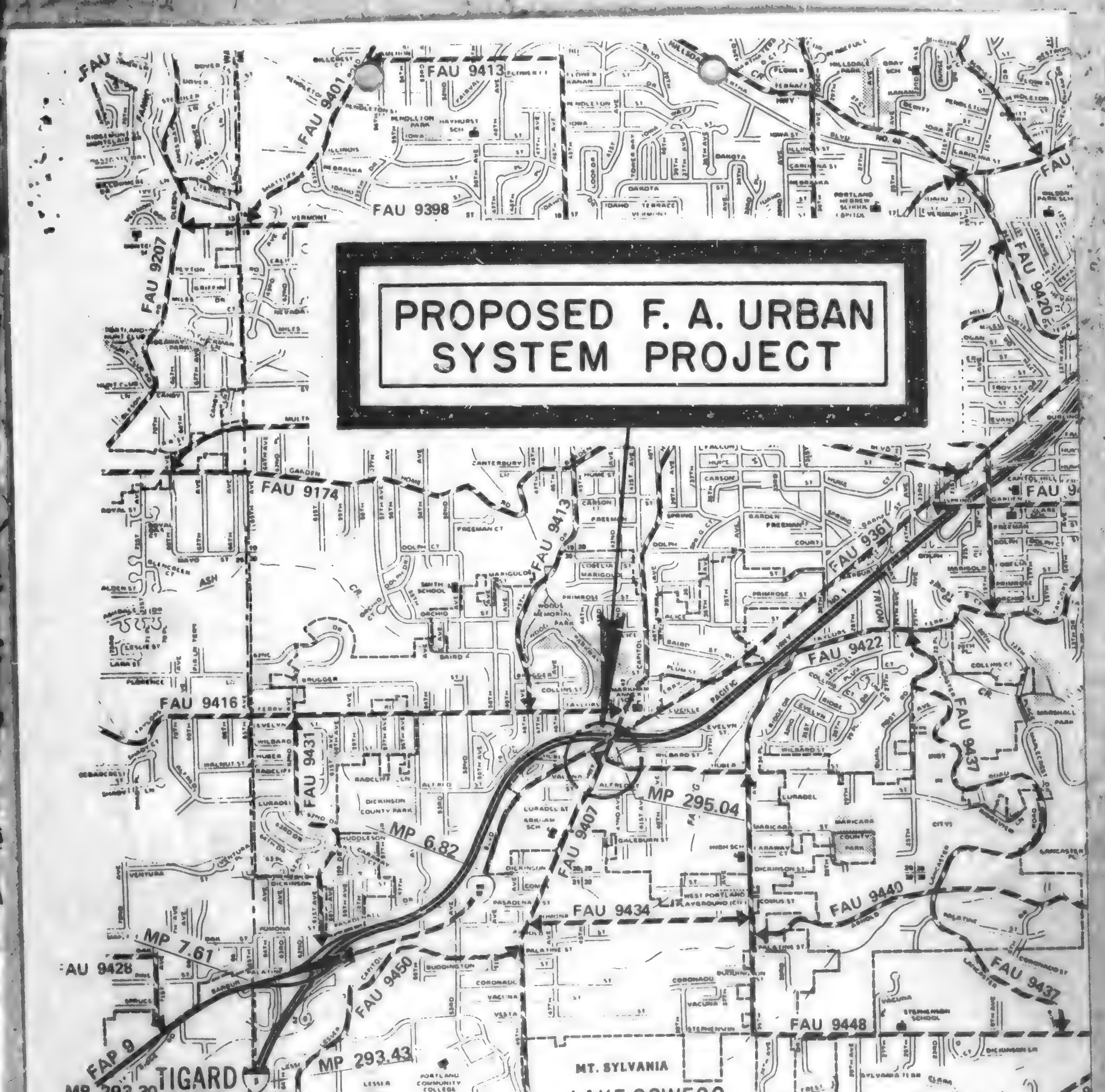
S.W. Capital Highway, FAU 9407
at S.W. Huber St.
Signals
$45,000

This project entails all the work and costs to signalize the intersection of S.W. Capital Highway and S.W. Huber Street. Operation of the signals will be coordinated with existing signals on Barbur Boulevard.

City will perform the preliminary engineering.

State will supervise construction of the project.

78-d
4-11-78


PROPOSED F. A. URBAN SYSTEM PROJECT
FAU 9413
FAU 9401
FAU 9398
FAU 9207
FAU 9420
FAU 9174
FAU 9413
FAU 9361
FAU 9422
FAU 9416
FAU 9431
FAU 9437
MP 295.04
MP 6.82
FAU 9407
FAU 9434
FAU 9440
MP 7.61
AU 9428
FAU 9450
FAU 9437
FAU 9448
FAP 9
TIGARD
MP 293.43
MP 293.30
AU 9400
MT. SYLVANIA
LAKE OSWEGO
FAU 9452
FAU 9409
FAU 9450
FAU 9407
FAU 9467
DICKINSON COUNTY PARK
PORTLAND COMMUNITY COLLEGE
SOUTHWOOD PARK
WOODS MEMORIAL PARK
MARICARA COUNTY PARK
STEPHENSON SCHOOL
LESSER COUNTY PARK

8981

~~STATE~~ OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring
Manager, Office of Project Management
Attn: Gary Zehner

DATE: March 31, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Federal Aid Project Reviews in Portland
Columbia Blvd. at I-5 ramp, Argyle, Argyle Way, Pensular, Chautauqua and Portsmouth
[redacted]
C.B.D. - 21 intersections

PROJECT MANAGEMENT
LCE ☑ CCE ☐ OM ☐
FAE ☐ OPE ☐
APR 4 1978
Zehner
File: PM FA
LG

This office has reviewed the subject signal project proposals in Portland. We have increased the estimated costs on all projects to reflect present price trends. The rest of the information as it pertains to traffic operations seems to be in order.

L. E. George
Traffic Engineer Supervisor

WB:rah

CC: MAX KLOTZ 4-10-78

CBD 21 INTERSECTIONS - $600,000
S.W. CAPITOL HWY. @HUBER - $45,000
COLUMBIA BLVD. SIGNALS - $358,500

81-125-1387

8981 (CHA0001 (FAUS '78-27

Form E-39 (Rev. 9-71)

COMM 25 APR 78

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section S.W. Capitol Highway at Huber

Date March 10, 1978

Highway S.W. Capitol Highway - City of Portland

Authorization No. 1

County Multnomah

Survey Prefix 326-1954 (Assigned by Salem office)

Description of termini, route, length, etc.:

Intersection of S.W. Capitol Highway and S.W. Huber Street.

Proposed:

Fully actuated traffic signal

Purpose of survey:

City to perform PE, field survey, plans, specifications and estiamte.

State to monitor PE, review plans and complete PS & E.

M-9407(2)
7-28-78

FAUS
CRAG TIP
Category III N.M.

		Estimate of Cost
Field Survey	(901)	100
Citizen Participation	(902)	
City or County	(903)	2,000
Consultant	(904)	
Final Design	(905)	200
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	400
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	400
Environmental	(923)	
Planning	(924)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey	$ 3,100
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Robert Ewen

. T. Ewen, Metro Location Engineer

Recommended for Approval:

M. J. Klotz, Metro Technical Services Engineer

SP*23504-734

Recommended for Approval:

Frank E. Pespin

Location Engineer

Approved:

E S Hunter

Tech. Serv. Engr.

8981

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section S.W. Capital Highway @ Huber Date 3/6/78

Highway S.W. Capital Highway - City of Portland County Multnomah

Existing Facility

Access control? None parking restrictions? West of Huber No Parking East of Huber no Parking North Side

Airport within 2 miles? None name

Water development in the area? None

Recreation areas None

Historical areas None

Roadway: no. lanes four paved shoulders? East of Huber Parking South Side

pavement width West of Huber 44ft - East of Huber 60ft

Structures: MP description

None

Signals: location None

Descriptions of adjacent sections

West end: four lanes paved 44ft Curb to Cumb

East end: Four lanes with parking on south side, paved width 60ft

Railroad crossings None

Name of railroad no. of tracks

Number of trains no. of hi-speed trains

Present protection

Proposed protection

Railroad benefits

8981

AGENDA ITEM 3.3

CRAG RESOLUTION

BD 780201

2-23-78

FOR THE PURPOSE OF ADOPTING REVISIONS TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND ITS ANNUAL ELEMENT

WHEREAS, CRAG by Resolution BD 770902 adopted a Transportation Improvement Program (TIP) having an Annual Element for the period of October 1, 1977 to September 30, 1978; and

WHEREAS, the Transportation Technical Advisory Committee (TTAC) and staff have reviewed all the revisions included in Exhibit "A" attached hereto and incorporated herein and has recommended approval.

NOW, THEREFORE, IT IS HEREBY

RESOLVED, that the FY 1978 TIP be amended to incorporate the revisions described in Exhibit "A" and that these revisions be added to and made an integral part of the TIP and Annual Element and each such revision hereby receives an affirmative A-95 review.

ADOPTED by the Board of Directors this 23rd day of February, 1978.

By Denton U. Kent

Denton U. Kent, Executive Director

acquisition and construction funds advanced [illegible] FY 1978 and FY 1979 respectively. Total cost of this segment increased to $1,243,000 (from $378,000) as a result of a more current estimate from PE.

Washington County

SW 65th/Nyberg Road--I-5 to Sagert: R/W acquisition and bridge structure advanced to FY 1978 and FY 1979, respectively. Total cost of this project increased to $1,107,000 (from $753,000).

Category III--Interstate Transfer

Basin Ave--Going St. Interchange--R/W and Construction: R/W acquisition advanced to FY 1978. R/W and construction monies deleted from FAUS.

N. Greeley to I-5--R/W and Construction: R/W acquisition advanced to FY 1978. R/W and construction monies deleted from FAUS.

PROJECTS INVOLVING COST INCREASES

City of Portland

New Traffic Signals: Estimated costs increased in FY 1978 by 19.2 percent or $43,000 to reflect current PE estimates. This would increase total project costs by 3.4 percent.

Traffic Signal Replacement: Estimated costs increased in FY 1978 by 4.3 percent or $18,000 to reflect current PE estimates. This would increase total project costs by .06 percent.

E. Burnside/Sandy--R/W and Construction: R/W and construction estimates increased in FY 1978 and FY 1979, respectively. Total cost of these two phases increase by 51.9 percent or $228,000 as a result of current PE estimates.

PROJECTS INVOLVING COST DECREASES

City of Portland

Fremont Bridge Access--R/W and Construction: Construction costs decreased by 59 percent or $62,000 as a result of PE.

NEW PROJECTS

City of Portland

Alternative to I-505 Project Development Program: This project would be added to the FY 1978 Annual Element in the amount of $17,000 (FAUS funds). This project will examine alternative designs to the Long Yeon I-505 freeway segment design.

8981

FEDERAL AID PROJECT REQUEST

Date October 14, 1977

Applicant Agency City of Portland
Request for: Off-System ____, FAS-C ____, FAUS X Project
Federal Aid Route No. 9407 Route Name S.W. Capitol Highway
Project Name Traffic Signal - S. W. Capitol Hwy. and Huber
Project Length N/A Project Location (Attach sketch map)
Project Description Install fully actuated traffic signal

Average Daily Traffic 10,000 Design Speed 35 m.p.h.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 44/60 Travel Lanes 4 Shoulders None
Medians None Parking W. side Capitol - S. of Huber
Sidewalks W. side Capitol N & S of Huber, E side S of Huber
Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____
Medians ____ Parking ____
Curbed ____ Length Curb Radii ____
Sidewalk/Bikeway ____
Remarks No changes proposed in existing roadway

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width varies Minimum 60 Maximum 75

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks No additional right-of-way required

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Existing signal 1 block north of this location.

2. **Proposed Signalization:**

Location S. W. Capitol Highway & Huber St.

Type Fully actuated, coordinated with Barbur Blvd. signals
Phases Five
Type of Suspension Span wire
Interconnected 10 conductor overhead
Remarks

3. **Permanent Signing:**

Include in project or by applicant? By applicant

4. **Permanent Striping:**

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

2. **Proposed Illumination:**

Location
Type

Remarks No changes proposed in existing illumination

V. STRUCTURE DATA NOT APPLICABLE

1. **Existing Structure:**

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. **Proposed Structure:**

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA   NOT APPLICABLE

1. Are there any railroad crossings? Yes________ No________

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Bureau of Traffic Engineering - Mike Thompson (Office)
2. Environmental — Bureau of Traffic Engineering - Mike Thompson (Office)
3. Public Hearing — ________ (Office)

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State________ Consultant________

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?
Yes________ No X
If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	~~38,500~~ 43,500
Illumination	
Structures	
Railroad	
Other	
Preliminary engineering	1,500
PROJECT TOTAL	$ ~~40,000~~ 45,000

Remarks Cities share of funding is included in the City's 1977-78 Budget. New signal project is included in CRAG TIP.

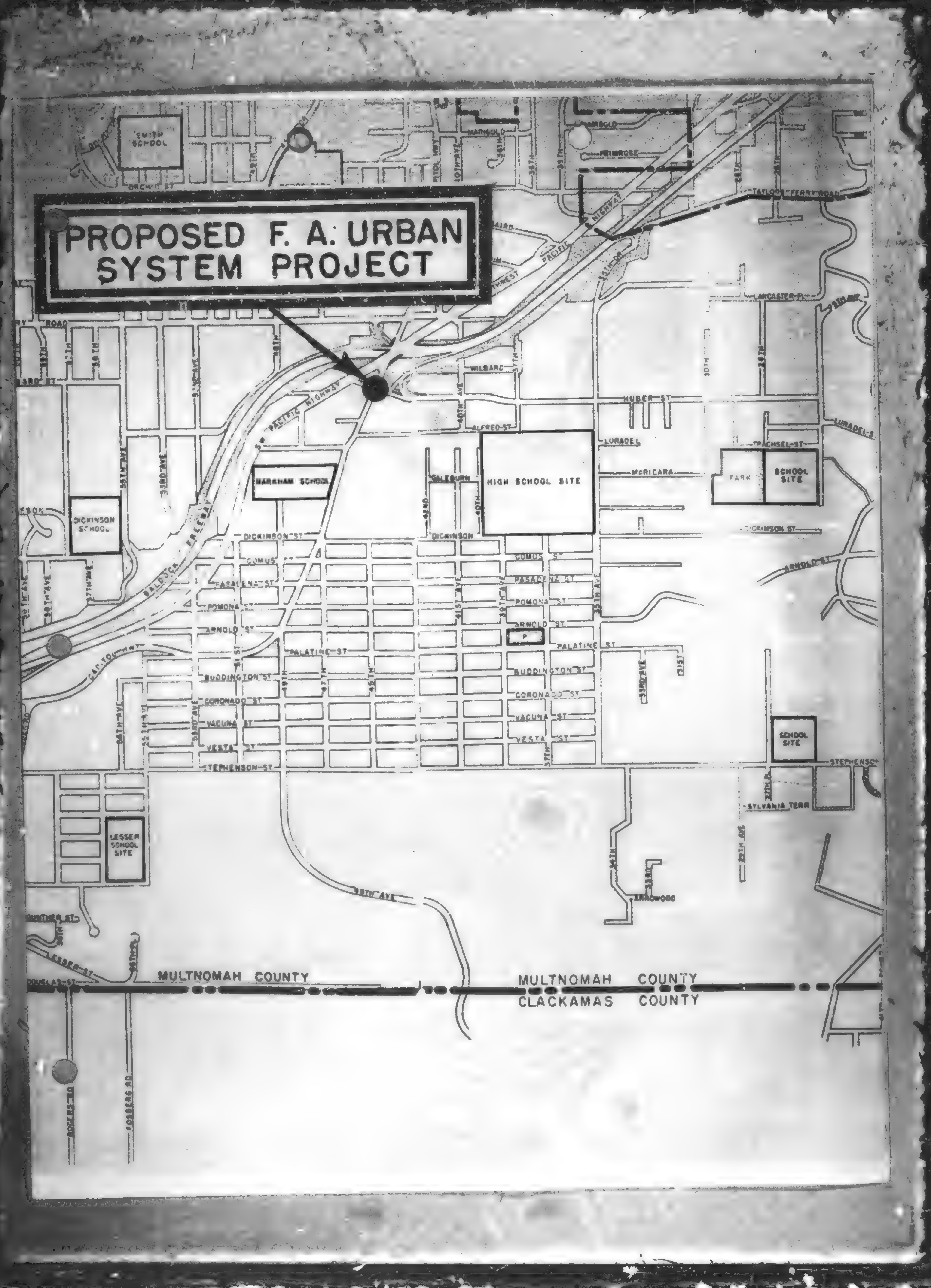
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland and/or ________ COUNTY

By________ By________

By________ By________

By________


PROPOSED F. A. URBAN SYSTEM PROJECT
SMITH SCHOOL
MARIGOLD
PRIMROSE
TAYLORS FERRY ROAD
PACIFIC HIGHWAY
CAPITOL HWY
BARBUR
LANCASTER PL
WILBARD
HUBER ST
ALFRED ST
LURADEL
TRACHSEL ST
MARKHAM SCHOOL
HIGH SCHOOL SITE
GALEBURN
MARICARA
PARK
SCHOOL SITE
DICKINSON SCHOOL
BALDOCK FREEWAY
DICKINSON ST
COMUS ST
PASADENA ST
POMONA ST
ARNOLD ST
PALATINE ST
BUDDINGTON ST
CORONADO ST
VACUNA ST
VESTA ST
STEPHENSON ST
SYLVANIA TERR
LESSER SCHOOL SITE
ARROWOOD
49TH AVE
GUNTHER ST
LESSER ST
DOUGLAS ST
MULTNOMAH COUNTY
MULTNOMAH COUNTY
CLACKAMAS COUNTY
BOGERS RD
BOSBERG RD

1979 Corvallis/Newport Hwy 8982
@ 19th St. (Philomath) Sec.
(Gr., pav. & sig.)

C&A - 6906 - 3-29-79

8982

33

J. M. Martin
Resident Engineer

October 17, 1980

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Corvallis-Newport Highway @ 19th
  Street (Philomath) Section
Corvallis-Newport Highway
Benton County

Your "as constructed" narrative report for the project indicated the construction work went quite smoothly. This is always nice to read because then we assume there were no problems with the plans.

The comments on the three existing inlets the plans called for capping were of special interest to me. The method you used, raising and covering with a steel plate, to make them accessible as junction boxes, is increasing in usage. We have had requests to use this method on other projects recently. Some people apparently have had problems with the concrete caps rocking, corners breaking and have found them difficult to remove if access was necessary.

FE:ab
cc: C. O. Fredrickson

8982 L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

8-6-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8971	Columbia River (Interstate) Bridge Multnomah Co., Oregon Clark Co., Washington	July 14, 1980
Jarl Construction, Inc. No. 8782	North Unit, Condon-Thirtymile Creek Gilliam Co.	July 15, 1980
R. L. Coats No. 8753	Baldock Slough-S. Baker Intchge. Baker Co.	July 18, 1980
Cascade Constr. Co., Inc. No. 8957	Lawnfield Rd.-Clackamas Hwy. Clackamas Co.	July 18, 1980
J. C. Compton Co. No. 8985	Carus Jct.-Woodburn-Estacada Hwy. Clackamas Co.	July 18, 1980
Cushing Bros., Inc. No. 9099	Dundee (S.W. 5th St.) Yamhill Co.	July 21, 1980
J. C. Compton Co. No. 8960	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	July 22, 1980
Holst Construction Co. No. 8842	Neal Creek Bridge Hood River Co.	July 24, 1980
A-1 Sandblasting & Steam-cleaning Co. No. 8714	Coos Bay (McCullough) Bridge Coos Co.	July 24, 1980
Hertz Electric, Inc. No. 9038	S. Ore. Ave. @ High School Entrance and Monroe St. @ Broadway Ave. (Burns) Harney Co.	July 24, 1980
Morse Bros. Inc. No. 8982	Corvallis/Newport Hwy. @ 19th St. (Philomath) Benton Co.	July 25, 1980
Cascade Constr. Co., Inc. No. 8923	Wilson River Hwy. Jct.-Vista Ridge Tunnel Washington and Multnomah Counties	July 29, 1980
Tawn Mar Constr. Co. No. 9065	Parsnip Creek Rock Production Lake Co.	July 29, 1980
L. W. Hembree Co. No. 8981	SW Capitol Hwy. @ SW Huber St. (Portland) Multnomah Co.	July 30, 1980

Contractor and Contract No.	Section and County	Acceptance Date
S. D. Spencer & Son No. 8003	Garden Valley Rd.-Fairgrounds Intchge. Douglas Co.	July 30, 1980
Hamilton Electric, Inc. No. 8966	Columbia River Hwy. @ Umatilla Br. Spur (Umatilla) Umatilla Co.	August 4, 1980
S. D. Spencer & Son No. 8501	Cottage Grove-Martin Creek Lane Co.	August 6, 1980
Tawn Mar Constr. Co. No. 9064	Drews Reservoir Lake Co.	August 6, 1980
W. R. Grasle Co. No. 9069	Scholls Hwy. @ SW 121st Ave. (Tigard) Washington Co.	August 6, 1980

August 6, 1980 C T Keasey

C. T. Keasey
Asst. State Highway Engineer

8982

July 31, 1980

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

CON 3
#8982

Gentlemen:

On July 28, 1980, we wrote to you concerning release of final payment on Contract No. 3042 awarded to Morse Bros., Inc. for work on the Corvallis/Newport Highway at 19th Street (Portland) Section in Benton County.

Final payment on this contract is $7,107.43 and the total contract amount is $86,678.73. No work was performed under force account.

Sincerely,

Robert N. Gormsen
CONSTRUCTION SERVICES

kkr

cc: Morse Bros., Inc.
E. Grant
Lebanon, OR 97355

bc: C. T. Keasey
Walt Hart
Dale Allen

8982

FORM 81-734-9001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Corvallis-Newport Hwy. @ 19th St. (Philomath)		WEEK ENDING: March 8, 1980
		SECTION PREFIX: 2-1129
	HIGHWAY: Corvallis-Newport	COUNTY: Benton
NAME OF JOB: 19th St. (Philomath)	KIND OF WORK: Grading, Paving, and Signals	
CONTRACTOR: Morse Bros., Inc.	CONTRACT NUMBER: 8982	FEDERAL AID PROJECT NUMBER:
DATE OF CONTRACT: July 17, 1979	DATE WORK STARTED: August 13, 1979	ESTIMATED COMPLETION DATE: February 14, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 200	CALENDAR DAYS USED: 202
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 101%
PROJECT AUTHORIZATION: $ 95,518.61		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 87,176.37	ENGINEERING AUTHORIZATION: $ 8,342.24	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 87,561.80	ENGINEERING COST TO DATE: $ 8,335.00	DATE PROJECT WAS COMPLETED: March 7, 1980
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 0.4 %	PERCENT OF AUTHORIZATION: 99.9 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					765 Ton
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	85 Ton			906 Ton
TOTAL QUANTITIES CORRECTED TO DATE	100%	138 Ton			906 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	138 Ton			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.						
PERCENT						

RECEIVED
MAR 10 1980
CONSTRUCTION BRANCH

Jackmond
Hopkins
Williams
Glen
Richards
Berg
Widmer
Church

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2		0		
MONDAY 3		0		Job was shut down by Resident Engineer until
TUESDAY 4		0		sufficient dry weather allowed the detector
WEDNESDAY 5		0		loops to be recut on N. 19th St. Switching over
THURSDAY 6		201		to vehicle trip mode was made Friday, March 7, 1980
FRIDAY 7		202		Which is the completion date for this contract.
SATURDAY 8		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY ~~2~~3	No activity
TUESDAY ~~3~~4	No activity
WEDNESDAY ~~4~~5	No activity.
~~5~~6 THURSDAY	2 men reinstalled [illegible] detector loops in N. 19th St.
FRIDAY 7	Completed cleanup of site and turn signals onto vehicle trip mode. This is the completion date for this [illegible] project.
SATURDAY	

REMARKS

SIGNED J M Martin LOCATION Albany
J. M. Martin, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8982

July 13, 1979

City of Philomath
City Hall
Philomath, Oregon 97370

Contract 8982

Attn: Margaret Arnold
City Recorder

Gentlemen:

On July 12, 1979 a satisfactory bid was received from Morris Bros. Inc., P.O. Box 7, Lebanon, Oregon 97355 for installing a traffic signal on the Corvallis-Newport Highway (Main Street) at 10th Street. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$82,722.36
Permanent Pavement Striping	$ 700.00
Signal Controller Testing	1,000.00
4 1/2% Contingencies	3,754.01
10% Engineering	8,342.24
ESTIMATED TOTAL COST	$96,518.61

This project has been awarded as we received your advance deposit in this office on July 3, 1979.

Very truly yours,

D. E. Penn
Operation Programming Engineer

PN:pf

bcc: Phil Stearns, Region 2 Federal Aid Specialist

ok to file

```
                                                                                               00      STATE
SH 53RD CORVALLIS/NEWPORT HWY CONT NO     * FA PROJ NOS                         3.40       5,413.99
                              002    1447    901     00                                    3,506.28
                              002    1447    905     00                                       61.32
                              002    1447    906     00                                        8.33
                              002    1447    909     00                                    1,942.89
                              002    1447    910     00                        10.50       1,723.20
                              002    1447    911     00                                      216.00
                              002    1447    913     00 &                                    237.49
                              002    1447    914     00                                    1,046.65
                              002    1447    921     00                                      263.05
                              002    1447    923     00              **         13.90  **  14,419.20  **
                                          ** JOB TOTALS **

                                                                                                   STATE
19TH ST-CORV-NEWPORT HWY      CONT NO      FA PROJ NOS              40.20       644.72       644.72
                              002    1454    901     00          1,509.86     1,803.72     1,803.72
                              002    1454    905     00          1,471.81     2,445.33     2,445.33
                              002    1454    911     00            206.44       206.44       206.44
                              002    1454    921     00              4.50         4.50         4.50
                              002    1454    922     00          3,231.81  **  5,103.76  **  5,103.76  **
                                          ** JOB TOTALS **

                                                                                           00     STATE
MT HOOD SAFETY REST AREA      CONT NO      FA PROJ NOS                          3.20        14.90
                              003    1406    906     00              **         3.20  **    14.90  **
                                          ** JOB TOTALS **

                                                                                                  STATE
MP 43.6-MP 48.6-MT HOOD HWY   CONT NO      FA PROJ NOS           1,293.90     1,293.90     1,293.90
                              003    1408    905     00             68.48        68.48        68.48
                              003    1408    906     00              3.74         3.74         3.74
                              003    1408    922     00          1,366.12  **  1,366.12  **  1,366.12  **
                                          ** JOB TOTALS **

                                                                                                  STATE
MP 48.6-MP 52.5 MT HOOD HWY   CONT NO      FA PROJ NOS              96.16        96.16        96.16
                              003    1409    905     00
```

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                                                                      MAY 1979        PAGE  427
TOTAL TO DATE JOB COST SUMMARY
                                                                       FISCAL        GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX     FUNCTION  GR  CURRENT MONTH   YEAR TO DATE     TO DATE
                                          ** JOB TOTALS **      96.16  **      96.16  **      96.16  **

                                                                                           00     STATE
  MARY S YOUNG PK-BOLTON SCHOOL CONT NO    * FA PROJ NOS                               27,593.19
                              003    1428    901     00                                 1,060.44
                              003    1428    905     00                                      .19
                              003    1428    906     00                                   116.80
                              003    1428    910     00
```

```
SW 53RD CORVALLIS/NEWPORT HWY CONT NO    $ FA PROJ NOS
                              002   1447    901     00                                      3.40          6,413.99
                              002   1447    905     00                                                    3,506.28
                              002   1447    906     00                                                       61.32
                              002   1447    909     00                                                        8.33
                              002   1447    910     00                                                    1,942.89
                              002   1447    911     00                                     10.50          1,723.20
                              002   1447    913     00 &                                                    216.00
                              002   1447    914     00                                                      237.49
                              002   1447    921     00                                                    1,046.65
                              002   1447    923     00                                                      263.05
                                         ** JOB TOTALS **                   **             13.90  **     14,419.20  **

                                                                                                                    STATE
19TH ST-CORV-NEWPORT HWY      CONT NO       FA PROJ NOS
                              002   1454    901     00                 40.20              644.27            644.27
                              002   1454    905     00              1,509.86            1,803.72          1,803.72
                              002   1454    911     00              1,471.81            2,445.33          2,445.33
                              002   1454    921     00                206.44              206.44            206.44
                              002   1454    922     00                  4.50                4.50              4.50
                                         ** JOB TOTALS **           3,231.81  **        5,103.76  **      5,103.76  **

                                                                                                             00     STATE
MT HOOD SAFETY REST AREA      CONT NO       FA PROJ NOS
                              003   1406    906     00                                    3.20             14.90
                                         ** JOB TOTALS **                     **            3.20  **         14.90  **

                                                                                                                    STATE
MP 43.6-MP 48.6-MT HOOD HWY   CONT NO       FA PROJ NOS
                              003   1408    905     00              1,293.90            1,293.90          1,293.90
                              003   1408    906     00                 68.48               68.48             68.48
                              003   1408    922     00                  3.74                3.74              3.74
                                         ** JOB TOTALS **           1,366.12  **        1,366.12  **      1,366.12  **

                                                                                                                    STATE
MP 48.6-MP 52.5 MT HOOD HWY   CONT NO       FA PROJ NOS
                              003   1409    905     00                 96.16               96.16             96.16
```

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                                                                           MAY 1979          PAGE  427
TOTAL TO DATE JOB COST SUMMARY
                                                                            FISCAL         GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION  GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                                         ** JOB TOTALS **          96.16  **          96.16  **       96.16  **

                                                                                                 30      STATE
   MARY S YOUNG PK-BOLTON SCHOOL CONT NO    $ FA PROJ NOS
                              003   1428    901     00                                         27,593.19
                              003   1428    905     00                                          1,060.44
                              003   1428    906     00                                               .19
                              003   1428    910     00                                            116.80
                                                                                                  392.62
```

.8982

City of Philomath
BOX 549 — PH. 929-3001
PHILOMATH, OREGON 97370

June 11, 1979

REGION 2 ENGINEER
RECEIVED
☐ FILE JUN 12 1979 ☐ RSE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RPE

Mr. Phil Stearns
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

Re: Corvallis-Newport Highway
Traffic Signal - 19th Street

Dear Mr. Stearns:

We are enclosing one (1) set of the subject plans returned with the appropriate signatures subject to certain conditions. Those conditions are as follows:

1. Item no. 6 which specified cap inlet structures. This needs to be changed to read - remove inlet structure and replace with a standard manhole. At all three locations shown on the plans that the inlet is to be capped, a storm drain line either changes direction or there is an intersecting storm drain line. The manhole is necessary so we may have access to the lines for maintenance purposes and incase any debris might become caught in the inlet structure due to the change in direction of the storm drain line, the debris can be removed.

2. The 8 inch sewer pipe needs to be changed to a 10 inch sewer pipe as that is the minimum size that the City currently allows in their system.

3. The asphalt paving on the South 19th Street needs to extend the full width from curb to curb for the distance shown on the plans. This is necessary as the paving was installed originally the the full width in this area until the improvement project of a couple of years ago undertaken by a State contract in which the asphalt was removed. The City, at that time, tired to get the paving replaced, but to no avail. In addition, replacement at this time is of paramount importance due to the increased traffic that is anticipated and the necessity for easier maneuvering to reduce traffic congestion.

6-20-79
Please Make These
Changes and Return
This Data to -
Hildebrandt

Mr. Phil Stearns
Re: Corvallis-Newport Traffic Signal
19th Street
Page Two

If there are any questions or additional information is required, please feel free to contact this office at your convenience.

Sincerely,

Neal L. Peterson, PE
City Engineer

cc: Margaret Arnold

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Sketch Map & Summary
2	Typical Sections & Details
3	Plan & Profile

Temporary Protection & Direction of Traffic
Will Be Written In Specifications

STATE OF O
DEPARTMENT OF TR
STATE HIGHWA

PLANS FOR PROPOS

CORVALLIS/NEWPORT HWY. AT 19

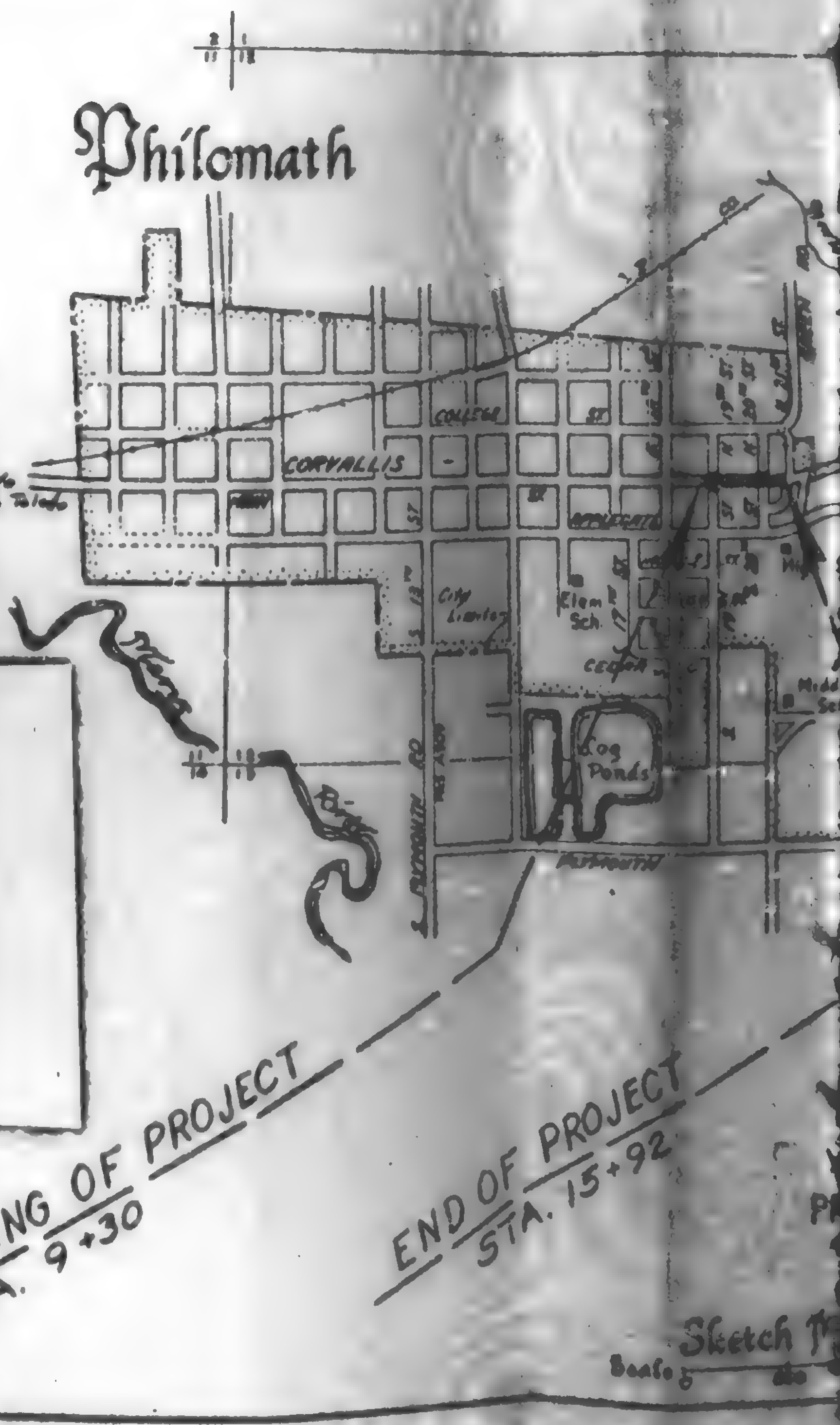
CORVALLIS - NEWPO

BENTON COU

APPROVED
CITY OF Philomath
BY MAYOR Dale L. Colby
BY RECORDER Margaret Arnold
DATE May 29, 1979

SUMMARY

ITEM	UNIT	QUANTITY
Mobilization	All	All
Temporary Protection and Direction of Traffic	All	All
Temporary Signs	Sq. Ft.	112
Flagmen	Hour	48
ROADWORK		
Removal of Structures and Obstructions	All	All
Embankment In Place	CY	80
Trench Excavation	CY	5
Aggregate Shoulder Material	Ton	35
Class "B" Asphalt Concrete	Ton	800
8" Concrete Sewer Pipe	Lin Ft	20
Type "G-2" Inlet	Each	1
Cap Inlets	Each	3
Concrete Walks	Sq. Yd	50
Concrete Curbs	Lin Ft	150
Traffic Signal Installation	All	All


Philomath
To Toledo
COLLEGE ST
CORVALLIS
APPLEGATE
City Library
Elem Sch.
CEDAR
Log Ponds
PHILOMATH RD
PLYMOUTH
Middle Sch
Marys River
BEGINNING OF PROJECT
STA. 9+30
END OF PROJECT
STA. 15+92
Sketch M
Scale

Hillebrandt

Corvallis/Newport Hwy At 19th St. (Philomath) Sec. CORVALLIS - NEWPORT HIGHWAY BENTON COUNTY				SHEET No. 1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

ATE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

NS FOR PROPOSED PROJECT

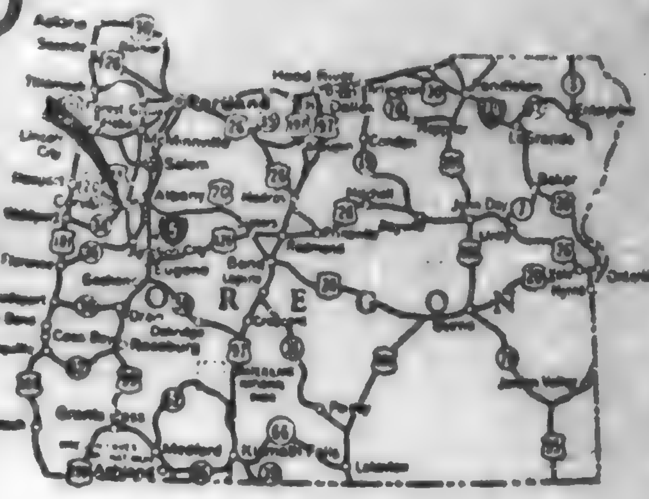
PRELIMINARY COPY
MAY 1 1 1970
SUBJECT TO CHANGE
FINAL DESIGN UNIT

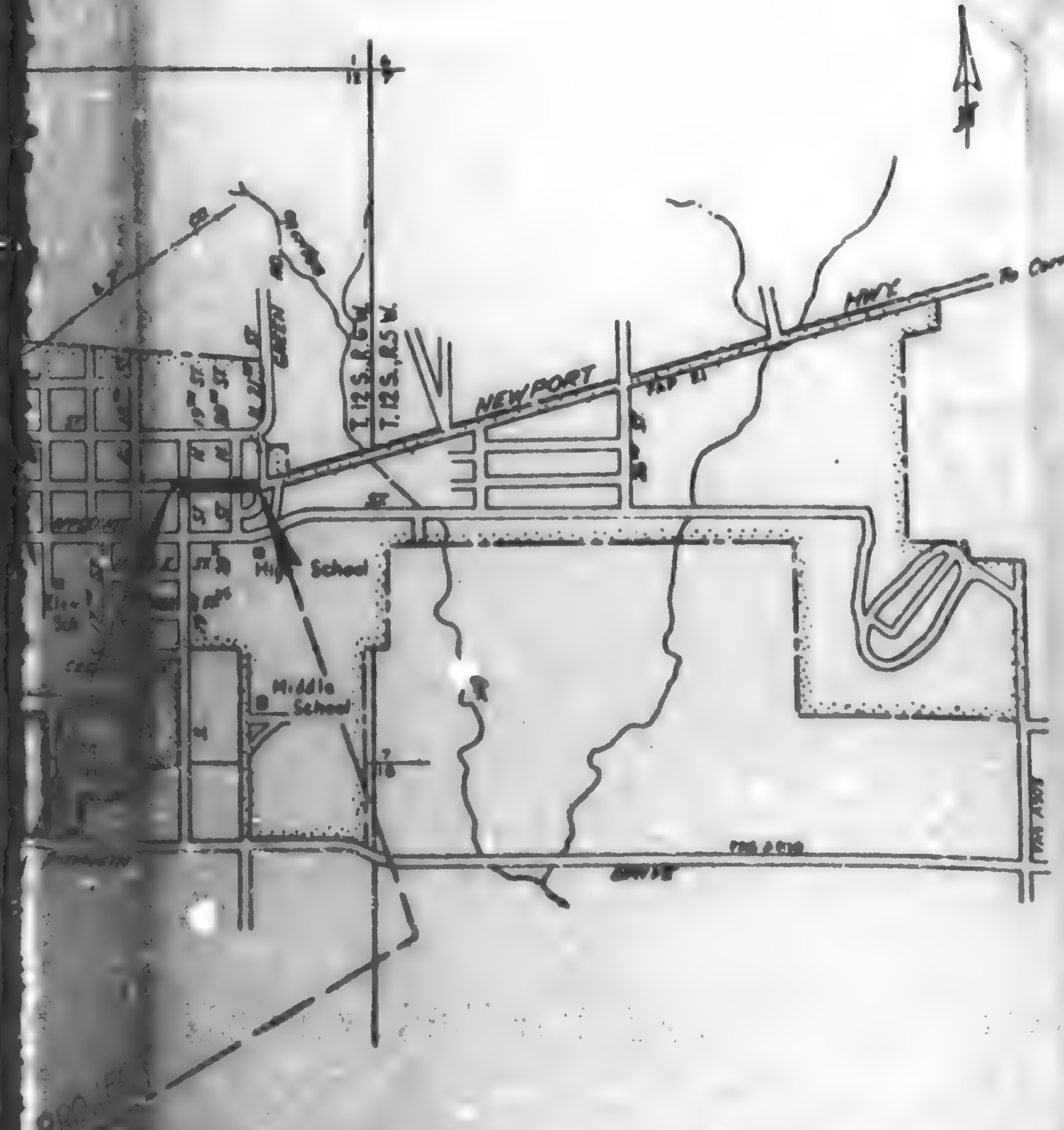
AT 19TH ST. (PHILOMATH) SEC.

LIS - NEWPORT HIGHWAY

BENTON COUNTY

State-City





PRELIMINARY COPY
SUBJECT TO CHANGE

Sketch Map
Scale 0 500 1000 Feet

H. S. COULTER

E. S. HUNTER

H S Coulter	STATE HIGHWAY ENGINEER
E S Hunter	ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Michael P Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER DATE

8982

Form FHWA 121 (Rev. 5-73)

2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: June 5, 1979

In reply refer to: HFO.8-OR/710.12

SUBJECT: Proposed Project F-21-1(2)
S. 19th Street (Philomath) Pacific Hwy. Sec.
Benton County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

Based on information from the Area Engineer, Bill Kappus, of this office, it appears the proposed project has been expanded to include shoulder widening requiring additional right of way.

If the project has in fact been expanded, it would be necessary to submit a project assessment prior to our approval of preliminary engineering.

Project data is returned.

G.K. Hosmer
for G. L. Green

Attachment

RECEIVED
STATE HWY ENGR
JUN 7 '79
REFER TO,
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

6-8
orig
to

R

8982

2

STATE OF OREGON

GENERAL FILES

INTEROFFICE MEMO

TO: C. O. Fredrickson
Region 2 Engineer

DATE: April 16, 1979

FROM: D. H. Moehring
Asst. State Highway Engineer

NOTED
H. S. COULTER

SUBJECT: Corvallis-Newport Highway
@ 19th Street (Philomath)
Corvallis-Newport Highway
Benton County

I am returning the Project Request form which you submitted on the subject project. The request covered the increased cost of grading and paving, in addition to the traffic signal which was originally authorized.

There are adequate funds available to finance this project and the general character and intent of the work has not changed. Additional Commission approval is not required.

DES:pf
Attachment

cc: H. S. Coulter
L. W. Rulien

RECEIVED
STATE HWY ENGR
APR 17 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

11-125-1307

8982

April 5, 1979

City of Philomath
City Hall
Philomath, Oregon 97370

Attn: Margaret Arnold
City Recorder

Gentlemen:

In accordance with Agreement No. 5906, City shall, on or before July 1, 1979, deposit with State the sum of $14,500 for further development and prosecution of the traffic control signal at the intersection of the Corvallis-Newport Highway (Main Street) and 19th Street.

Please make your check in the amount of $14,500.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald Wimer
Local Government Manager

PFM:pf

bcc w/AD # 614: Verne Skoog - Please return completed AD # 614
when check is received.
Region 2 Federal Aid Engineer

7-3-79
Rec check
14,500 AD 614
#
Notified
Stearns

2782

2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 5, 1979

Salem, Oregon

FILE: 2-1454

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: Corvallis-Newport Highway
@ 19th St. (Philomath)

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

Attached is the revised project request for traffic signals at the intersection of Highway 20 and 19th Street in Philomath.

During location for the project, it was determined grading and paving will be necessary to provide left turn lanes on Highway 20.

Please process the revised request for approval.

POS/jl
attachment

Mahoney – field review
& determine if this is necessary
form for this change
Larry

RECEIVED
STATE HWY ENGR
APR 0'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

EGON STATE HIGHWAY DIVISIO
PROJECT REQUEST

Date: April 5,197

A. IDENTIFICATION:

Proposed Section: Corvallis-Newport Hwy at 19th St., Philomath Region: 2
Highway: Corvallis-Newport St. Hwy. No. 33 M.P. 51.04 to M.P. ____ Length: ____
(Attach Sketch Map)
County(s): Benton Proposed 6 YP ____
Recommended Construction Date: May 24, 1979 Other ____
Method of Doing Work: Contract part St. Force part

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: ____

FAI ☐, FAP ☐, FAS ☐, ST. CONST. ☒, OTHER ☐ ____

C. ROADWAY & TRAFFIC

	Width No. Lanes	Width Pvmt.	Width Shldrs.	Width Walks	Structures No.	Structures Tot. Lng.	Extg. Traffic (Year 1977) ADT	Extg. Traffic Service Level	Proj. Traffic (Year) ADT	Proj. Traffic Service Level
Existing Facility:	2	57'	curbs	yes			10,300			
Proposed Facility:	3	57'	curbs	yes						

D. DEFINE THE PROBLEM: The interruption of continuous traffic warrant for the installation of a traffic signal is met. The lack of a signal causes difficulties for north-south traffic in Philomath.

E. PROPOSED SOLUTION:
The State and City of Philomath cooperate in installing a traffic signal.

F. REASON FOR REQUEST AT THIS TIME:
The City has offered to provide $20,000 to install a signal, if it can be installed in the near future.

G. COST ESTIMATE

Roadway Work	Grading, paving, striping, & signing	$ 40,000
R/W (Approx: No. of Parcels ___, Acres ___, Any Reloc. ___).		
Structures		
Other (Define)	Traffic signal	55,000
Preliminary Engineering (By Whom)	State	5,000
	TOTAL	$ 100,000

H. REQUESTED BY: Assume Region 2 - their letter
Region Engineer or Section Head

[✓ Approval]/Disapproval ____ 1/9/79
State Highway Engineer Date

Approval/Disapproval ____
Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date ____

Don't think necessary
Remarks & Action Taken:
Current program shows $99,000 sta

Form 734-1386 (3-78)

8982

March 29, 1979

City of Philomath
City Hall
Philomath, OR 97370

Attention: Margaret Arnold
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6906

Gentlemen:

Attached for your files is a fully executed copy of an agreement for installation of traffic control signal equipment at the intersection of the Corvallis-Newport Highway (Main Street) and 19th Street in Philomath.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Hood
COMMISSION SERVICES

khr

Attachment

bc: Gerald Wimer (agreement attached)

8982

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

January 31, 1979

Sylvia Moss
City Recorder
City Hall
Philomath, OR 97370

Dear Ms. Moss:

Enclosed are four copies of the construction-finance agreement for installation of traffic signals at the intersection of the Corvallis-Newport Highway (Main Street) and 19th Street.

Please review the agreement and, if satisfactory, present it to your City Council for their consideration. If approved, have the Council adopt a resolution authorizing the Mayor and Recorder to sign the agreement. Forward three copies of the signed agreement and resolution authorizing the signatures to this office. Retain the extra copy of the agreement for your information. A fully executed copy will be returned for your records.

Sincerely,

Phillip O. Stearns

Phillip O. Stearns
REGION FEDERAL AID ENGINEER

Encl.

POS/rgl
cc: D. H. Moehring ✓

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
FEB 1 1979
File: PM FA
[✓ LG] OP
TAA ____________

8982

2

DATE: January 9, 1979

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval

On the Consent Calendar for the January 16 meeting will be a request for approval of a State Construction project. This project is not on the Six-Year Program, since the need was determined after its development.

A traffic signal has been requested by the City of Philomath for the intersection of the Corvallis-Newport Highway (US20) at 19th Street. The lack of a signal has caused difficulties for north-south traffic in both entering and crossing the highway. A traffic signal is warranted based on the interruption of continuous traffic warrant. We propose that a 3-phase signal be installed and the highway be restriped to provide for left-turn refuges at 19th Street. This work is to improve traffic conditions for the public and the project needs to be contracted this year. The estimated cost is $63,000, with $20,000 provided by the City and $43,000 from State Construction funds.

This project has been investigated and is eligible for State Construction funding. I recommend your approval of the project and request authorization to sign the project agreement for and on your behalf.

DKH:cs ia

bc F. B. Klaboe
C. W. Head
D. H. Moehring
V. E. Skoog
E. S. Hunter
J. H. Versteeg
F. E. Terpin
L. E. George
C. O. Fredrickson
George Bell

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

Date: January 8, 1979

A. IDENTIFICATION:

Proposed Section: Corvallis-Newport Hwy at 19th St., Philomath
Region: 2
Highway: Corvallis-Newport
St. Hwy. No. 33 M.P. 51.04 to M.P. ____ Length: ____
County(s): Benton
(Attach Sketch Map)
Recommended Construction Date: May 24, 1979
Proposed 6 YP ____
Method of Doing Work: Contract part
St. Force part
Other ____

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: ____

FAI ☐ , FAP ☐ , FAS ☐ , ST. CONST. ☒ , OTHER ☐ ____

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year 1977)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	2	57 ft.	curbs	yes			10,300			
Proposed Facility:	3	57 ft,	curbs	yes						

D. DEFINE THE PROBLEM: The interruption of continuous traffic warrant for the installation of a traffic signal is met. The lack of a signal causes difficulties for north-south traffic in Philomath.

E. PROPOSED SOLUTION:
The State and City of Philomath cooperate in installing a traffic signal.

F. REASON FOR REQUEST AT THIS TIME:
The City has offered to provide $20,000 to install a signal, if it can be installed in the near future.

G. COST ESTIMATE

Roadway Work	Striping removal, restriping and "NO PARKING" signs (by State Forces)	$ 3,000
R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____).		
Structures		
Other (Define)	Traffic Signal	55,000
Preliminary Engineering (By Whom)	State	5,000
	TOTAL	$ 63,000

H. REQUESTED BY: ____
Region Engineer or Section Head

[✓ Approval]/Disapproval H S Coulter 1/9/79
State Highway Engineer Date

[✓ Approval]/Disapproval F B Klaboe 1/10/79
Asst. Director for Operations Date

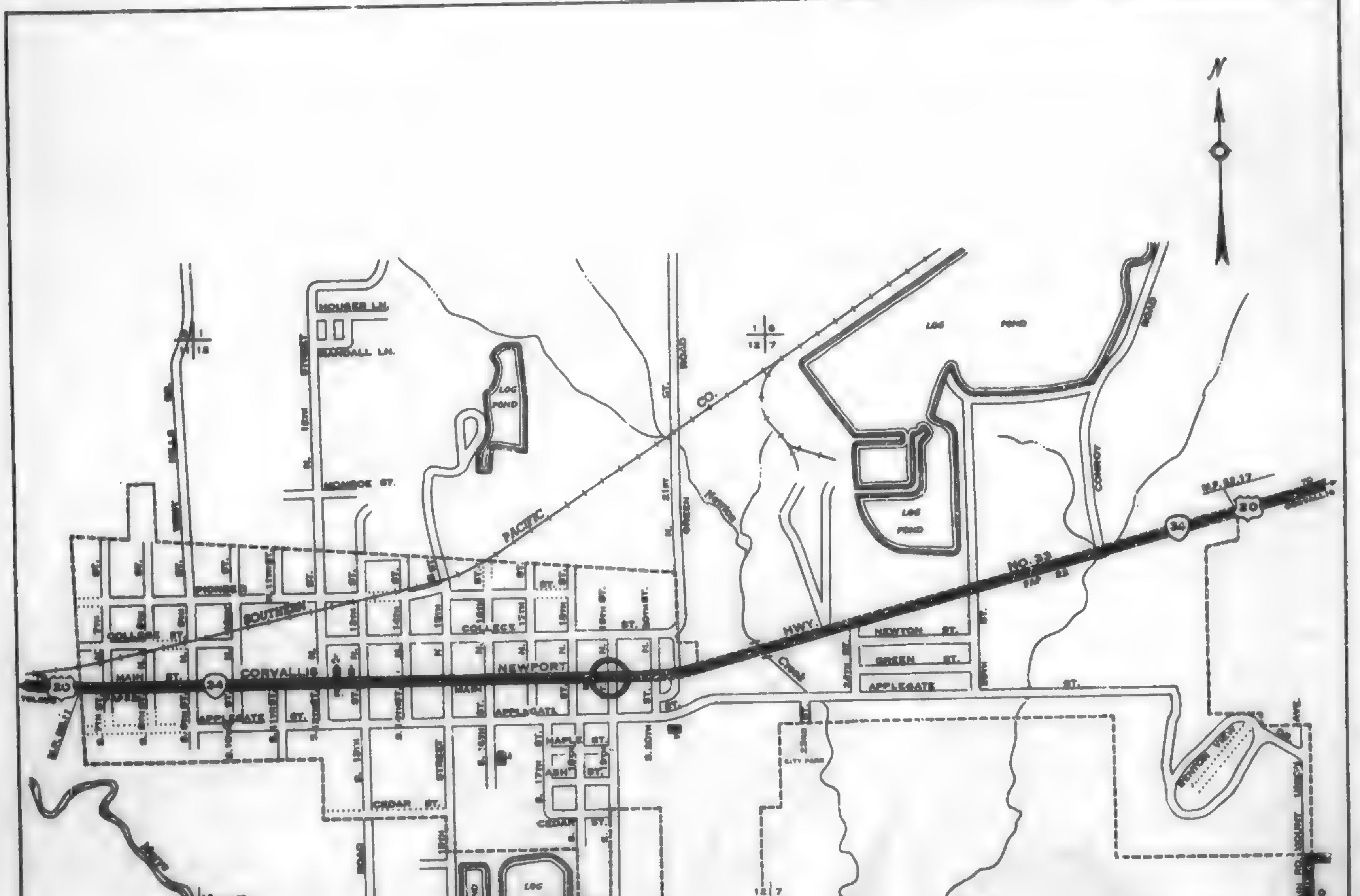
Oregon Transportation Commission

Approval Date January 16, 1979

Remarks & Action Taken:

1-17-79
copy to Swan

Form 734-1386 (3-78)

N
HOUSER LN.
RANDALL LN.
MONROE ST.
LOG POND
LOG POND
LOG POND
LOG POND
SOUTHERN
PACIFIC
CO.
PIONEER
COLLEGE ST.
COLLEGE
CORVALLIS
NEWPORT
HWY.
NO. 33
MAIN ST.
APPLEGATE ST.
APPLEGATE
MAPLE
ASH
CEDAR ST.
CEDAR ST.
NEWTON ST.
GREEN ST.
APPLEGATE ST.
CITY PARK
PLYMOUTH
ROAD
20
34
20
34
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
PROPOSED TRAFFIC SIGNAL
PHILOMATH
BENTON COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 1,075
Scale in Feet
Revised January 1973

State Constr.

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: December 21, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Traffic Signal Installation
Corvallis-Newport Highway at 19th Street
Philomath

NOTED
H. S. COULTER

In a discussion with Mr. Klaboe, it was indicated that a signal should be installed in Philomath if at all possible. Subsequent to that discussion, the attached correspondence was sent to the City. We recently received a reply which also is attached. Their letter indicates that the City is willing to provide $20,000 toward such an installation, including $10,000 now and $10,000 over the next two years assuming the signal can be installed in the near future. It is estimated that a five-phase, fully-actuated signal will cost approximately $55,000.

The proposed signal is not eligible for Title II safety funding and is not shown in the February 22, 1978 Six-Year Highway Improvement Program. We do not have or know of any available funding for the additional $35,000 necessary to install the signal. We would appreciate your advice on funding assistance for the City.

L. E. George
Traffic Engineer Supervisor

LEG:ds
Attachments

cc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
C. O. Fredrickson

Bud is drafting letter to OTC using State Constr. Funds —

RECEIVED
STATE HWY ENGR
DEC 26 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

City of Philomath
BOX 549 — PH. 929-3001
PHILOMATH, OREGON 97370

REGION 2 ENGINEER
RECEIVED
NOV 29 1978
[✓ RE] ☐ RCE ☐ RME [✓ [illegible]] ☐ ROE L
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

November 28, 1978

Mr. C. O. Fredrickson
Region Engineer
Oregon State Highway Division
Department of Transportation

Dear Mr. Fredrickson,

We have received the recent letters from the Department of Transportation regarding traffic studies in Philomath. The city will not require any studies if the requested signalization of 19th Street and Highway 20 become a reality.

At the regular meeting of the City Council November 27, 1978, the Council unanimously approved funds to pursue a mutual goal with the State Highway Department for the signalization of 19th Street and the Corvallis-Newport Highway in Philomath. To this end the city has appropriated $10,000.00 in this fiscal year and can figure an additional $10,000.00 in the next two (2) years. These monies can only be expended if the above mentioned location for signals can be accomplished in the near future.

If this is agreeable please have your staff prepare appropriate agreements to this effect.

Thank you for your prompt attention to our concerns in Philomath both past and present.

Sincerely,

Dale L. Collins

Dale L. Collins
Mayor, City of Philomath

~~GLC~~
F/C

6   6 . B. Klaboe
O. Fredrickson -- Please contact
Mayor and set up
meeting.
E. S. Hunter
L. E. George — H 33 MP 53.49

X H33 MP 50.11 to 51.74

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

November 22, 1978

The Honorable Dale L. Collins
Mayor of Philomath
Post Office Box 549
Philomath, OR   97370

Dear Mayor Collins:

With reference to your October 31 letter, enclosed is copy of the data from the investigation which prompted installation of the traffic signal at the intersection of US20 and 53rd Street in Corvallis.

The traffic signal at US20 and 35th Street in Corvallis was installed in September 1960 in conjunction with the school in the southeast quadrant of this intersection. Originally a pedestrian overcrossing was planned at this location, however, the cost of the overcrossing was too great and a traffic control signal was agreed upon.

No manual count information is available for this location at the time the determination was made to install the signal. The criteria used for the installation of traffic signals are the warrants set forth in the "Manual on Uniform Traffic Control Devices" for streets and highways adopted in January 1972 by the Oregon Transportation Commission.

You also requested 24-hour traffic counts at 16 locations in Philomath. If these counts are for determining traffic signal warrants, the counting method used must be a 16-hour manual count which costs approximately $200 per location.

If these counts are desired for other purposes, it is possible to use machine counters at a much lower cost. We would be reluctant to proceed without knowing what kind of data is needed.

In order to determine the type of information desired, we suggest that our Region Engineer, C. O. Fredrickson, discuss this matter in greater detail with you. The City would be expected to contribute to the cost of such large scale counting if it is determined that this should be done.

NOTED
G.L.C.

NOTED
VERNON L. TABERY

NOTED
L. E. GEORGE

Sincerely,

H. S. Coulter
State Highway Engineer

RECEIVED
NOV 22 1978
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

HSC:ia

Att.

8982

2

November 28, 1978

Ms. Jean Gay, President
Philomath Area Chamber of Commerce
Post Office Box 606
Philomath, OR 97370

Dear Ms. Gay:

Both you and Dorothy Matthews, Manager of the Chamber of Commerce, wrote to us on November 15 urging construction of signal lights in Philomath.

Earlier, we had received a letter from the Philomath City Council requesting signal lights at the intersections of Highway 20 with 19th and 13th Streets. I am enclosing a copy of my reply to Mayor Collins for the information of both you and the Chamber Manager.

At this time I have no information from the proposed meeting between our Region Engineer and the Mayor. Possibly, you or your Manager would like to be involved in that meeting and, if so, I suggest you contact Mayor Collins.

Sincerely,

F. B. Klaboe, Assistant
Director for Operations

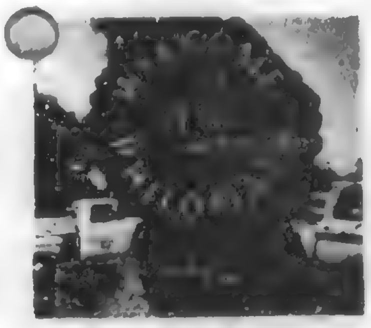
Enc.

bc R. A. Burco
H. S. Coulter (enc.)
E. S. Hunter
J. L. Sollis "
L. E. George "
C. O. Fredrickson "
H. C. Johnson "

ESH:ja srm

Philomath
Chamber of Commerce

P.O. Box 606 Philomath, Oregon 97370



November 15, 1978

Robert A. Burco, Director
Department of Transportation
State Transportation Commission
135 State Highway Building
Salem, Oregon 97310

[illegible]

Dear Mr. Burco,

A Benton County historic Fund Levy was passed by voters in this November election.

This levy will establish and maintain a County Museum in the Old Philomath College Building on Main Street in Philomath.

Main Street in Philomath - as you may know - is also state highway 20 and state highway 34. Philomath already has incredibly heavy traffic,and the addition of a county museum to a building which is already a National Historic landmark will certainly increase that traffic. A survey of Western Oregon County Museums shows visitor figures from 2500 to 45,000 per year.

Please add this request to other urgent requests from other Philomath organizations for a signal light in Philomath.

Sincerely,

Matthews

Dorothy Matthews, Manager
Philomath Area Chamber of Commerce

RECEIVED
TECHNICAL SERVICES
NOV 22 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DOT OPERATIONS
NOV 22 '78
REFER TO
Hunter
FOR
Info | Inves | R/D | [✓ D/R] | Sign | Act | File

RECEIVED
NOV 21 1978
OFFICE
DIRECTOR of TRANSPORTATION

Philomath
Chamber of Commerce

P.O. Box 606 Philomath, Oregon 97370

15 November, 1978

Robert A. Burco, Director
State Transportation Commission
Department of Transportation
135 State Highway Building
Salem, Oregon 97310

S Klaboe

Dear Mr. Burco,

The Philomath Area Chamber of Commerce supports the Philomath City Council's request for signal lights for Philomath. This request was forwarded to you in a letter dated October 31, 1978.

We know this issue has been discussed, probed, and surveyed for at least the past 10 years. We urge you to correct a dangerous situation by installing signal lights now.

Sincerely,

Jean Gay

Jean Gay, President
Philomath Area Chamber of Commerce

cc: Governor Robert W. Straub
Robert Marx, Representative Dist. 34
Benton Bulletin

RECEIVED
DOT OPERATIONS
NOV 22 '78
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

RECEIVED
TECHNICAL SERVICES
NOV 22 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
NOV 21 1978
OFFICE
DIRECTOR of TRANSPORTATION

8982

4

November 22, 1978

The Honorable Dale L. Collins
Mayor of Philomath
Box 549
Philomath, Oregon 97370

Dear Mayor Collins:

The recent letter signed by you and the Philomath City Council commented on traffic conditions within the city and on the need for traffic signals at certain intersections within the city on US20.

As you know, both the 13th Street and the 19th Street intersections are on the Statewide Signal Priority List for installation when funds become available. They are 45th and 44th, respectively, on the list of 63 locations The list represents a total of $3.6 million of traffic signals that are warranted and for which we do not have the funds to install. Many of the intersections on the list are in more critical need of signal installations than the two Philomath locations. For the limited funds that exist for this type of work, it is prudent to use State funds to signalize the worst locations. It is understood, however, that a representative from our Region Office has been in recent contact with you concerning a possible cooperative funding for a signal at 19th Street. If such an arrangement might be possible, work on a signal contract could proceed at an early date.

Caution is recommended for the stated intention of utilizing "STOP" sign operation. ORS 487.850 and ORS 487.855 place the control of traffic on the State Highway System with the Oregon Transportation Commission and not the local jurisdiction.

Sincerely,

F. B. Klaboe, Assistant
Director for Operations

bc: R. A. Burco
H. S. Coulter
L. E. George
H. S. Johnson

E. S. Hunter
J. L. Sollis
C. O. Fredrickson

LEG:ds srb

1

City of Philomath
BOX 549 — PH. 929-3001
PHILOMATH, OREGON 97370

October 31, 1978

RECEIVED
TECHNICAL SERVICES
NOV 9 '78
REFER TO
George
FOR
Info	Invest	R/D	D/H	Sign	Act	File
		✓				

Klaboe
appro action
11-7

Robert A. Burco, Director
State Transportation Commission
Department of Transportation
135 State Highway Building
Salem, Oregon 97310

Dear Mr. Burco,

As you should be aware, the traffic problem on Highway 20 within the City Limits of Philomath has been critical for years - and it has been getting worse. So much so, that it is almost impossible for north-south traffic flow, not to mention a serious safety problem.

Both the City of Philomath and the State Highway Division have held meetings on this problem with no positive results. Philomath must have signalization on the 19th Street and 13th Street intersections with Highway 20.

At this time, and for the next few years, we will not have the funds to do the job ourselves. Philomath is on record stating that it is just a matter of time before a serious accident or a pedestrian fatality occurs and it is the State's responsibility to do something about it.

Our only recourse at this time is to install "STOP" signs at the intersections mentioned and rely on driver courtesy for traffic flow.

We ask you to install one or both signal lights as soon as possible.

Sincerely yours,
CITY OF PHILOMATH

Dale L. Collins
Dale L. Collins, Mayor

Arthur Eatherton
Arthur Eatherton, Councilman

James Nyman
James Nyman, Councilman

Eugene Hermansen
Eugene Hermansen, Councilman

Edward Chapman
Edward Chapman, Councilman

Janet Tunison
Janet Tunison, Councilwoman

Lyle G. Daugherty
Lyle Daugherty, Councilman

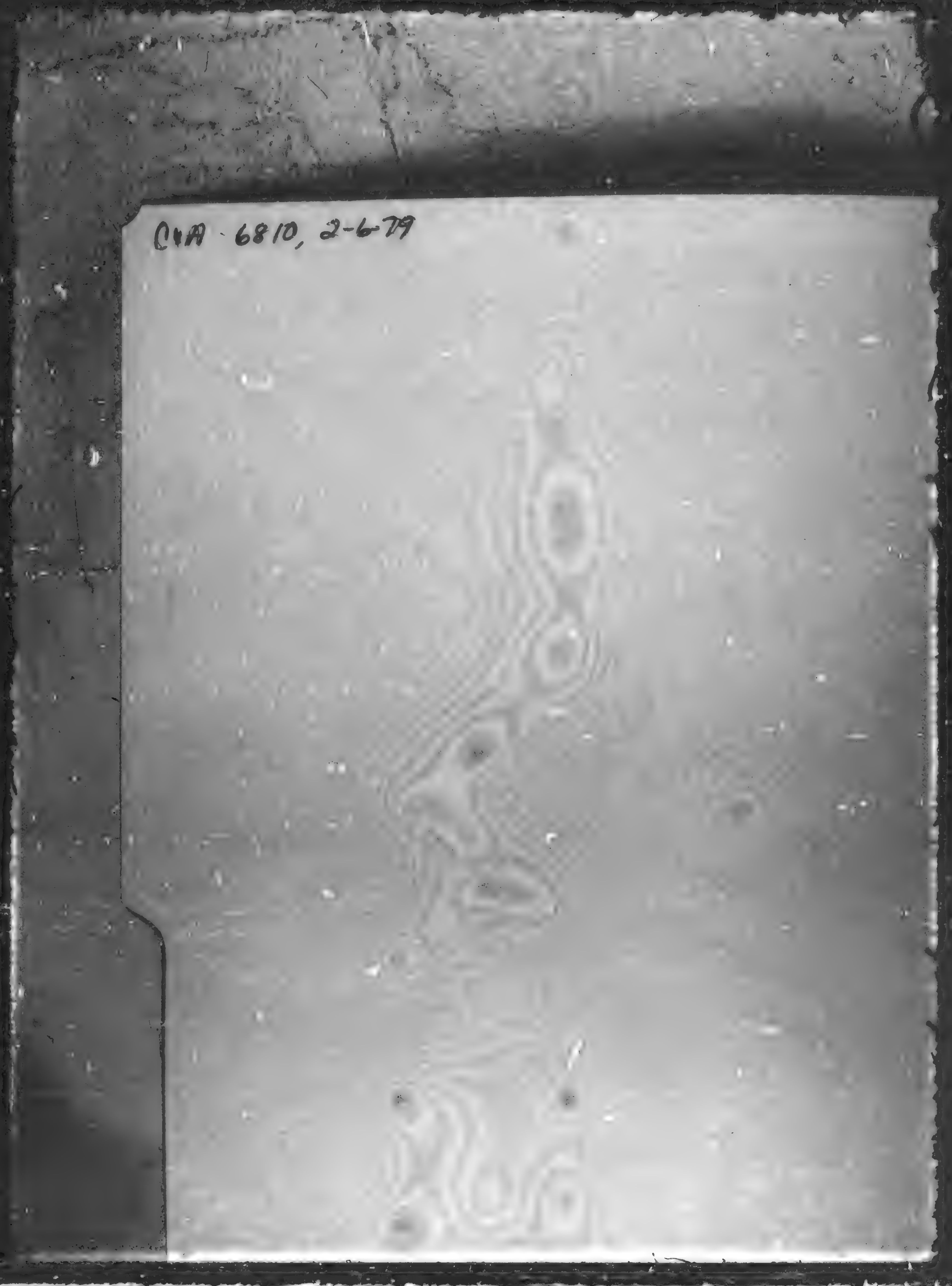
Hunter
R/D
pl.

cc: Governor Robert W. Straub
Robert Marx, Representative Dist. 34
Benton Bulletin

RECEIVED
NOV 13 1978
TRAFFIC ENGINEERING

RECEIVED
NOV 7 1978
OFFICE
DIRECTOR of TRANSPORTATION

1979 Depoe Bay (Ellingson 8983
St. & Coast Ave.) Sec. both
city streets. (Gr. & pav.)


C&A 6810, 2-6-79

8983 R1

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-18-82	CC 82-1		321-1490 $ 3,758.10 321-1717 26,732.63

BILL TO: Code:

City of Depoe Bay
City Hall
Depoe Bay, Oregon 97341

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: SCA Project Ellingson Street & Coast Drive Section City Street			
TOTAL P.E. COST			$ 3,758.10
State Share P.E.			3,758.10
City Share P.E.			$ - 0 -
TOTAL CONSTRUCTION COST			$26,732.63
Agreed SCA Share			25,000.00
City's Share			$ 1,732.63
Less City Advance Deposit			6,400.00
REFUND DUE CITY			$ 4,667.37

(Please attached Itemized Statement with billing)

Advance Deposit Amount $ 6,400.00
Advance Deposit Previously Transferred to Highway Fund $ 5,400.00
Balance $ 1,000.00
Transfer to Highway Fund $ - - - -
Refund Due CITY $ 1,000.00
Partial or final request for billing FINAL
Number of the previous request in connection with this service.

Amount Due . . . . . $

Submitted by: Ken Husby
Ken Husby

Approved: D E Swan
D.E.Swan, P.E.

SP*35736-734

Form 734-1035

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

City of Depoe Bay
City Hall
Depoe Bay, Oregon 97341

Date January 18, 1982

Invoice No.

P.O. No.

Crew No. 006-00

FINAL BILLING: Ellingson Street and Coast Drive section
City Street
SCA Project

Total Construction Cost	$26,732.63
SCA Maximum Share	25,000.00
City Share	$ 1,732.63
Less City Advance Deposit	6.400.00
	$ 4,667.37
Less AD Refunded City	1,000.00
REFUND DUE CITY	$ 3,667.37

APPROVED ORIGINAL SIGNED BY D. E. SWAN
D. E. Swan, P.E.
Operation Programming Engineer

Prefix: 321-1717

OREGON STATE HIGHWAY DIVISION

SPECIAL CITY ALLOTMENT PROJECT

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** January 18, 1982

CITY DEPOE BAY **Contract No.** 8983 **Date Completed** October 18, 1979

PROJECT # SCA **Section** Ellingson Street & Coast Drive

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
PRELIMINARY ENGINEERING (Cost Distribution 321-1490):		
Resident Engineer (Survey)	$1,941.94	
Final Design	1,305.49	
Soils & Geology	59.12	
Utility Liaison	1.20	
Specifications	419.77	
Administration Services Engineer	30.58	
Total P.E. Costs		$3,758.10
Agreed State Share P.E.		3,758.10
CITY SHARE P.E. COST		$ - 0 -
CONSTRUCTION (Cost Distribution 321-1717):		
Payment to Contractor	$23,662.14	
Interest on Final Payment	9.78	
Credit for Liquidated Damages	(600.00)	
Construction Engineering	3,309.71	
Program & Planning Administration	12.74	
Training Courses, Conferences & Seminars	338.26	
TOTAL CONSTRUCTION COST		$26,732.63
Agreed SCA Share		25,000.00
CITY SHARE		$ 1,732.63
Less: City Advance Deposit		6,400.00
REFUND DUE CITY		$ 4,667.37

Reference: Billing Form CC 82-1

8983

P

321-1717

STATE OF OREGON **INTEROFFICE MEMO**

TO: Bob Holland
ASSISTANT ATTORNEY GENERAL

DATE: November 3, 1980

FROM: Gerald Wimer Gerald D Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Stuller Garage
Coast Ave. Section
Depoe Bay City Street
Contract No. 8983

Resident C. W. Elroy studied the grade problem relative to the Stuller garage on Coast Ave. in Depoe Bay. He finds three practical alternatives.

He outlines these three alternatives in his October 30 letter, an estimate of each, and a sheet of cross sections depicting the paving alternative. Copies of each of these items are attached.

Mr. Elroy does not strongly point out in his letter that only the new garage alternative completely clears the existing right of way. It is the most expensive alternative. The other two alternatives involve leaving the garage with its present encroachment. In addition the paving alternative protrudes slightly into the driving lane but not seriously.

The paving alternative doesn't lend itself for performance by Mr. Stuller. Based on Mr. Elroy's estimates this alternative would cost the public $335. The alternative of lowering the floor in the garage could either be done by hand or by rented equipment. If done by hand it would amount to about $600 of Mr. Stuller's time. If it were done by rented equipment it would cost the public the same $600. It could, with appropriate arrangements, involve some inter-relationship of each type work. This alternative results in about a six-inch reduction of width on each side of the garage floor.
If that is not acceptable to Mr. Stuller it would cost him an additional $400 of his time and incidental materials to extend the footing downward. He must do it in sections and exercise care or damage the garage.

The alternative of a completely new garage probably involves 50% labor which if done by Mr. Stuller would amount to $3,750 of his time as apposed to $3,750 of public funds for materials.

Mr. Elroy is available to meet with Mr. Stuller and describe whichever of these alternatives is acceptable to the city and those paying for the materials. Please let us know the next course of action.

GW/rgb
Attch.
cc: D. E. Swan
Chuck Elroy

8983

L.

JAMES M. BROWN
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

NOTED
H. S. COULTER

August 11, 1980

Gerald Wimer
Regional Maintenance Engineer
205 East Salem Highway Building
Salem, OR 97310

Re: Stuller and Nelson v. Department of Transportation

Dear Mr. Wimer:

I am writing this letter to you and sending you a copy of the enclosure because I feel that you are the most knowledgeable about the fact situation in this case. I would appreciate it if you would read the letter from the attorney for the City of Depoe Bay and give me your thoughts on this matter.

The status of the case filed by the plaintiffs against the Department of Transportation is that the State's Motion to Dismiss was denied and a Motion to Join the City of Depoe Bay as a party was allowed. Our next move will be to file a Motion for Summary Judgment. In this motion, we will contend that the facts do not warrant a judgment in favor of the plaintiffs. In support of this motion, we will be required to produce affidavits of everyone having knowledge of the facts.

After you have had an opportunity to examine the contents of the copy enclosed, I would appreciate your contacting me for a short conference.

Thank you for your cooperation in this matter.

Very truly yours,

Robert A. Holland
Assistant Attorney General

jd
encl.
cc: C. O. Fredrickson
Region Engineer
205 East Salem Highway Bldg.
Salem, OR 97310

H. S. Coulter ✓
Highway Engineer
104 Transportation Bldg.
Salem, OR 97310

RECEIVED
STATE HWY ENGR
AUG 12 '80
REFER TO
Hunter - Kearney
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

8-12
cys

MINOR, YECK & BEESON, P.C.
ATTORNEYS AT LAW
236 W. OLIVE ST.
P. O. BOX 510
NEWPORT, OREGON 97365

J. CHRISTOPHER MINOR
FRED A. YECK
RICHARD D. BEESON
EVAN P. BOONE

TELEPHONE:
(503) 265-8888

August 5, 1980

CERTIFIED MAIL # P12 5156412
RETURN RECEIPT REQUESTED

COPY

James Brown
Attorney General
Department of Justice
State Office Building
Salem, Oregon 97310

Dear Mr. Brown:

The State of Oregon is the defendant in Lincoln County Circuit Court Case No. 42789, Stuller and Nelson vs. Oregon State Department of Transportation. Stuller and Nelson are alleging that the State is liable for a change of grade which resulted in the lowering of the street, prohibiting access to their garage. They also seek recovery for the destruction of steps to their property which was necessitated by relocation of utility lines. The State has filed a motion to join the City of Depoe Bay as a defendant, alleging that the contract entered into by and between the Oregon Department of Transportation and the City included a provision whereby the City would be "partially or completely liable to plaintiffs (Stuller and Nelson) for any direct or consequential damages resulting from change of grade and other improvements on Coast Street." The State contends that the City contracted to hold the State harmless and blameless and to indemnify the State from all claims, demands, damages, actions and suits and costs of actions and suits arising out of or as a result of the street reconstruction.

The City hereby gives notice pursuant to ORS 30.275 that the City, in the event that claim is made by either the Plaintiff or the State that the City is liable, shall file a counterclaim against the State for negligence in one or more of the following respects:

(1) Negligent in preparation and design of the plans for the Coast Street reconstruction.

(2) Negligently failing to adequately explain the plans to the City.

(3) Negligently failing to adequately warn the City that the construction would interfere with the ability of the abutting residents to enter their property from Coast Street.

(4) Negligently reconstructing the street.

(5) Negligently supervising and managing the project.

(6) Failure to properly inspect and accept in a timely manner the completed project.

(7) Negligently failing to advise the City that the project would result in a change of grade.

The project was accepted by the State on February 20, 1980. The injury to the City will occur when, and if, either the plaintiffs or the State is successful in fixing liability for the grade change on the City. The location of the alleged injury is Coast Street, Depoe Bay, Oregon. The amount of compensation, as claimed by Stuller and Nelson, for the injury is approximately $10,500.00. However, damage to the City may exceed this amount, and as yet is undetermined. The City will, however, seek and counterclaim recovery for actual damages sustained.

I believe that either Mr. Robert Holland or his law clerk, Steven Todd, of your trial division can provide you with additional details with regard to this matter.

If you have any questions, please contact me.

Sincerely yours,

MINOR, YECK & BEESON, P.C.

Evan P. Boone

EPB:mka

cc: ✓Robert Holland
Attorney General's Office

Form 734-1085 8983

Date April 9, 1980

Invoice No.

P.O. No.

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

City of Depoe Bay
City Hall
Depoe Bay, Oregon 97341

Crew No.

FINAL BILLING: Ellingsen St. & Coast Drive Section
City Street
SCA Project

Total Project Cost	$26,054.30
Agreed State Share	25,000.00
City's Share	$ 1,054.30
City's Advance Deposit	6,400.00
	$ 5,345.70
Less AD Refunded City	1,000.00
Refund Due City	$ 4,345.70

Prefix - 321-1490

Approved
D.E. Swan
Operation Programming Engr.

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
4-7-80		CC 2039	321 - 1717 321 - 1490

BILL TO: Code:

City of Depoe Bay
City Hall
Depoe Bay, Oregon 97341

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Ellingsen Street and Coast Drive Section City Street SCA Project			
Total Project Cost			$26,054.30
Agreed State Share			25,000.00
City's Share			$ 1,054.30

Advance Deposit Amount $ 6,400.00
Advance Deposit Previously Transferred to Highway Fund $ 5,400.00
Balance $ 1,000.00 ✓
Transfer to Highway Fund $
Refund Due City $ ~~5,345.70~~ 1,000.00
Partial or final request for billing FINAL
Number of the previous request in connection with this service. CC 2006

Amount Due . . . . . $

Submitted by: Fred Hildebrandt
Fred Hildebrandt

Approved: D E Swan
D. E. Swan

SP*35736-734

Date April 7, 1980

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1979

Contract # 8983 Prefix 321-1717 Survey Prefix 321-1490

Street Ellingson Street & Coast Drive

City Depoe Bay

Payments to Contractor (see attached voucher)	$ 23,062.14
Engineering and Contingencies	2,992.16
Survey: Total $ 3,833.33 Prorated Share	- 0 -
TOTAL	26,054.30
Agreed State Share	25,000.00
Agreed City Share	1,054.30
City Advance Deposit	6,400.00
Balance Due City	$ 5,345.70

Reference: Outside Billing CC 2039

4-4-80
Correct

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR		CURRENT MONTH		FISCAL YEAR TO DATE		GRAND TOTAL TO DATE		
			** JOB TOTALS **				**	24,075.96	**	24,075.96	**	
DEPOE BAY-ELLIGSON ST&COAST H CONT NO 8983			FA PROJ NOS									STATE
	321	1717	201	00				23,251.08		23,251.08		
	321	1717	203	00				600.00CR		600.00CR		
	321	1717	204	00				1,132.55CR		1,132.55CR		
	321	1717	295	00				5,400.00		5,400.00		
	321	1717	296	00				5,400.00CR		5,400.00CR		
	321	1717	900	00	Est	78.74		1,636.32		1,636.32		
	321	1717	900	00				1,014.41		1,014.41		
	321	1717	900	00				74.03		74.03		
	321	1717	920	00	Trans Cr			12.74		12.74		
	321	1717	950	00				232.85		232.85		
	321	1717	950	00				21.81		21.81		
			** JOB TOTALS **			78.74	**	24,510.69	**	24,510.69	**	
9TH-3RD/COMMERCIAL, NYSSA CONT NO			FA PROJ NOS									STATE
	323	1716	287	00						17,020.00		
	323	1716	901	00						1,908.99		
	323	1716	905	00						587.43		
	323	1716	914	00						.48		
	323	1716	920	00						44.84		
	323	1716	921	00						180.64		
	323	1716	923	00						51.24		
			** JOB TOTALS **				**		**	19,793.62	**	
LINCOLN ST-MAIN ST, MT ANGEL CONT NO			FA PROJ NOS									STATE
	324	1735	900	00				7,000.00		23,000.00		
			** JOB TOTALS **				**	7,000.00	**	23,000.00	**	
W CENTER-W MAIN, SILVERTON CONT NO			FA PROJ NOS									STATE
	324	1736	900	00				12,500.00		25,000.00		
			** JOB TOTALS **				**	12,500.00	**	25,000.00	**	
SHAFF RD-WASH ST, STAYTON CONT NO			FA PROJ NOS									STATE
	324	1737	287	00						1,080.00		
	324	1737	900	00				14.47		14.47		
			** JOB TOTALS **				**	14.47	**	1,094.47	**	
MILL CITY-NE WALL ST CONT NO			FA PROJ NOS									STATE
	324	1739	900	00				25,000.00		25,000.00		
			** JOB TOTALS **				**	25,000.00	**	25,000.00	**	

8988

4-4-80

X-4-4
D.E.

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                                                                        JUNE 1979      PAGE  488
TOTAL TO DATE JOB COST SUMMARY
                                                                          FISCAL       GRAND TOTAL
                                                                                         TO DATE
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX     FUNCTION  GR  CURRENT MONTH  YEAR TO DATE   1,265.21
                                  315  1451    905     00                                   436.20
                                  315  1451    910     00                                    12.00
                                  315  1451    911     00                                    72.00
                                  315  1451    920     00                         23.30     547.77
                                  315  1451    921     00                   **    23.30  ** 4,234.44 **
                                            ** JOB TOTALS **

                                                                                             00    STATE
  1ST AVE & CHOCKTOOT (CHILOQUI CONT NO  * FA PROJ NOS                                  2,365.87
                                  318  1425    901     00                               2,201.84
                                  318  1425    905     00                                 571.34
                                  318  1425    910     00                                 273.44
                                  318  1425    921     00                                  25.24
                                  318  1425    924     00                   **           ** 5,437.73 **
                                            ** JOB TOTALS **

                                                                                                   STATE
  DEPOEBAY-SWELLINGSTON-COASTDR CONT NO   FA PROJ NOS               95.08     1,067.21     1,067.21
                                  321  1490    901     00          12.62       874.73       874.73
                                  321  1490    901     00 -       132.26     1,303.99     1,303.99
                                  321  1490    905     00                       59.12        59.12
                                  321  1490    910     00           1.20         1.20         1.20
                                  321  1490    914     00         308.62       323.40       323.40
                                  321  1490    921     00          26.08        30.58        30.58
                                  321  1490    922     00         575.86 **  3,660.23 **  3,660.23 **
                                            ** JOB TOTALS **
                                                                                        1,908.99CR
                                  323  1455    901     00                                 383.97CR
                                  323  1455    905     00                                    .48CR
                                  323  1455    914     00                                  44.84CR
                                  323  1455    920     00                                 180.64CR
                                  323  1455    921     00                                  51.24CR
                                  323  1455    923     00                   **           ** 2,570.16CR**
                                            ** JOB TOTALS **

                                                                                             00    STATE
  SHAFF RD-WASHINGTON ST(STAY'O CONT NO   FA PROJ NOS                                   1,387.00
                                  324  1402    910     00                                  99.56
                                  324  1402    914     00                                  75.72
                                  324  1402    924     00                   **           ** 1,562.28 **
                                            ** JOB TOTALS **

                                                                                             00    STATE
  2ND ST-SPRR (JEFFERSON)        CONT NO  * FA PROJ NOS                                    46.88
                                  324  1404    905     00                                 899.29
                                  324  1404    910     00                        100.96     100.96
                                  324  1404    924     00                   **   100.96  ** 1,047.13 **
                                            ** JOB TOTALS **
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4-4-8

4-4-80

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                                         309   1479    911     00                                                     12.00
                                                   ** JOB TOTALS **                  **                 **           469.76  **

                                        CONT NO      * FA PROJ NOS                                                              STATE
Depoe Bay-S [illegible]                   321   1490    905     00                                1.50                1.50
  Coast Dr.                               321   1490    921     00                               96.37               96.37
                                                   ** JOB TOTALS **                  **          97.87   **          97.87   **

                                        CONT NO        FA PROJ NOS                                                              STATE
  N MAIN ST, BOARDMAN                     325   1462    918     00              718.50           718.50              718.50
                                                   ** JOB TOTALS **             718.50  **       718.50  **          718.50  **
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TOTAL TO DATE JOB COST SUMMARY                                                        FEBRUARY 1980          PAGE  340
                                                                                          FISCAL             GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX         FUNCTION   GR   CURRENT MONTH   YEAR TO DATE            TO DATE

                                        CONT NO      * FA PROJ NOS                                                              STATE
  TROUTDALE-SW 7THST                      326   1464    905     00                                3.00                3.00
                                          326   1464    921     00                              165.60              165.60
                                          326   1464    922     00                                4.50                4.50
                                                   ** JOB TOTALS **                  **         173.10   **         173.10   **

                                        CONT NO        FA PROJ NOS                                                              STATE
  W 2ND ST-ENTERPRISE                     332   1491    295     00                                                5,284.46
                                          332   1491    901     00                                                3,402.09
                                          332   1491    901     00                                                   10.72
                                          332   1491    905     00              143.84           143.84         1,193.74
                                          332   1491    910     00                                                  931.96
                                          332   1491    911     00                                                  143.54
                                          332   1491    914     00                                                  104.53
                                          332   1491    921     00                                                  167.06
                                          332   1491    922     00                                                    6.80
                                          332   1491    923     00                                                   85.76
                                                   ** JOB TOTALS **             143.84  **       143.84  **      11,330.66  **

                                        CONT NO        FA PROJ NOS                                                              STATE
  ROCK CR NW 185TH BR                     334   1478    901     00                                                   39.20
                                          334   1478    906     00                               11.53               16.93
                                          334   1478    927     00                              678.82              678.82
                                                   ** JOB TOTALS **                  **         690.35   **         734.95   **

                                        CONT NO        FA PROJ NOS                                                              STATE
  DUNDEE-SW 5TH ST                        336   1466    901     00               56.28         2,132.05            2,132.05
                                          336   1466    905     00               64.50         1,510.10            1,510.10
                                          336   1466    905     00                               401.40              401.40
```

4-4-80

```
                                               ** JOB TOTALS **
                                                                                                              STATE
[illegible] Bay-S [illegible]   CONT NO      # FA PROJ NOS
            Coast Br.              321  1490     905      00                                  1.50             1.50
                                   321  1490     921      00                                 96.37            96.37
                                               ** JOB TOTALS **                 **           97.87  **        97.87  **
                                                                                                              STATE
  N MAIN ST, BOARDMAN              CONT NO       FA PROJ NOS
                                   325  1462     918      00           718.50               718.50           718.50
                                               ** JOB TOTALS **        718.50  **           718.50  **       718.50  **
```

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                                                                                     FEBRUARY 1980     PAGE  340
TOTAL TO DATE JOB COST SUMMARY
                                                                                          FISCAL       GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX       FUNCTION   GR  CURRENT MONTH      YEAR TO DATE       TO DATE

                                                                                                              STATE
  TROUTDALE-SW 7THST               CONT NO      # FA PROJ NOS
                                   326  1464     905      00                                  3.00             3.00
                                   326  1464     921      00                                165.60           165.60
                                   326  1464     922      00                                  4.50             4.50
                                               ** JOB TOTALS **                 **          173.10  **       173.10  **
                                                                                                              STATE
  W 2ND ST-ENTERPRISE              CONT NO       FA PROJ NOS
                                   332  1491     295      00                                               5,284.46
                                   332  1491     901      00                                               3,402.09
                                   332  1491     901      00                                                  10.72
                                   332  1491     905      00           143.84               143.84         1,193.74
                                   332  1491     910      00                                                 931.96
                                   332  1491     911      00                                                 143.54
                                   332  1491     914      00                                                 104.53
                                   332  1491     921      00                                                 167.06
                                   332  1491     922      00                                                   6.80
                                   332  1491     923      00                                                  85.76
                                               ** JOB TOTALS **        143.84  **           143.84  **    11,330.66  **
                                                                                                              STATE
  ROCK CR NW 185TH BR              CONT NO       FA PROJ NOS
                                   334  1478     901      00                                                  39.20
                                   334  1478     906      00                                 11.53            16.93
                                   334  1478     927      00                                678.82           678.82
                                               ** JOB TOTALS **                 **          690.35  **       734.95  **
                                                                                                              STATE
  DUNDEE-SW 5TH ST                 CONT NO       FA PROJ NOS
                                   336  1466     901      00            56.20             2,132.05         2,132.05
                                   336  1466     905      00            64.50             1,510.10         1,510.10
                                   336  1466     905      00                                401.40           401.40
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                                                                                               STATE
 FLORENCE-SPRUCE ST          CONT NO        FA PROJ NOS
                             320    1729     201      00                   24,075.96        24,075.96
                                          ** JOB TOTALS **       **        24,075.96  **    24,075.96  **

                                                                                               STATE
 [illegible] ST/CONST M  CONT NO 8983   FA PROJ NOS
                             321    1717     201      00       311.06      23,662.18        23,662.18
                             321    1717     203      00                      600.00CR         600.00CR
                             321    1717     [illegible] 00                 1,132.55CR       1,132.55CR
                             321    1717     [illegible] 00 -  1,132.55     1,132.55         1,132.55
                             321    1717     [illegible] 00 -      9.78         9.78             9.78
                             321    1717     225      00                    5,400.00         5,400.00
                             321    1717     [illegible] 00                 5,400.00CR       5,400.00CR
                             321    1717     900      00          54.31     1,690.63         1,690.63
                             321    1717     [illegible] 00 -               1,014.41         1,014.41
                             321    1717     910      00 1                     79.03            79.03
                             321    1717     920      00                       12.79            12.79
                             321    1717     925      00                      232.85           232.85
                             321    1717     950      00 -                     21.81            21.81
                                          ** JOB TOTALS **    1,607.70  ** 25,118.39  **    25,118.39  **
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3-80

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TOTAL TO DATE JOB COST SUMMARY                                      MARCH 1980       PAGE  351
                                                                      FISCAL         GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX     FUNCTION   GR  CURRENT MONTH  YEAR TO DATE     TO DATE
                                                                                               STATE
 9TH-3RD/COMMERCIAL, NYSSA   CONT NO        FA PROJ NOS
                             323    1716     202      00                                    17,000.00
                             323    1716     901      00                                     1,948.99
                             323    1716     905      00                                       507.43
                             323    1716     915      00                                          [illegible]
                             323    1716     920      00                                        94.89
                             323    1716     921      00                                       180.64
                             323    1716     925      00                                        51.29
                                          ** JOB TOTALS **       **                  **     19,793.62  **

                                                                                               STATE
 LINCOLN ST-MAIN ST, MT ANGEL  CONT NO      FA PROJ NOS
                             324    1735     900      00                    7,000.00        23,000.00
                                          ** JOB TOTALS **       **         7,000.00  **    23,000.00  **

                                                                                               STATE
 W CENTER-W MAIN, SILVERTON  CONT NO        FA PROJ NOS
                             324    1736     900      00                   12,500.00        25,000.00
                                          ** JOB TOTALS **       **        12,500.00  **    25,000.00  **

                                                                                               STATE
 SHAFF RD-WASH ST, STAYTON   CONT NO        FA PROJ NOS
                             334    1737     202      00                                     1,400.00
                             334    1737     905      00                       14.47            14.47
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                                                                                                  STATE
 FLORENCE-SPRUCE ST           CONT NO       FA PROJ NOS
                              320   1729    208        00                      24,075.96        24,075.96
                                         ** JOB TOTALS **            **        24,075.96  **    24,075.96  **
                                                                                                  STATE
 [illegible] ST&COAST H CONT NO 8983  FA PROJ NOS
                              321   1712    201        00      311.86          23,462.18        23,462.18
                              321   1717    203        00                         601.00CR         601.00CR
                              321   1717    204        00                       1,132.65CR       1,132.65CR
                              321   1717    [illegible] 00 -   1,[illegible].56  1,132.65        1,132.65
                              321   1717    [illegible] 00 -      9.78              9.78             9.78
                              321   1717    [illegible] 00                      5,900.00         5,900.00
                              321   1717    [illegible] 00                      5,900.00CR       5,900.00CR
                              321   1717    900        00         54.31         1,[illegible].63 1,[illegible].63
                              321   1717    900        00 -                     1,019.91         1,019.91
                              321   1717    900        00 1                        7[illegible].03  7[illegible].03
                              321   1717    920        00                          12.79            12.79
                              321   1717    950        00                         232.86           232.86
                              321   1717    950        00 -                        21.81            21.81
                                         ** JOB TOTALS **       1,[illegible].70 ** 25,118.39 **    25,118.39  **
```

3-80

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 TOTAL TO DATE JOB COST SUMMARY                                          MARCH 1980        PAGE  351
                                                                            FISCAL         GRAND TOTAL
 DESCRIPTION OF JOB OR DEPARTMENT       PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE     TO DATE
                                                                                                  STATE
   9TH-3RD/COMMERCIAL, NYSSA    CONT NO       FA PROJ NOS
                              323   1716    282        00                                       12,000.00
                              323   1716    901        00                                        1,9[illegible].99
                              323   1716    905        00                                          587.43
                              323   1716    916        00                                             [illegible]
                              323   1716    920        00                                           44.84
                              323   1716    921        00                                          180.64
                              323   1716    923        00                                           51.29
                                         ** JOB TOTALS **            **                 **      19,793.62  **
                                                                                                  STATE
   LINCOLN ST-MAIN ST, MT ANGEL  CONT NO      FA PROJ NOS
                              324   1735    900        00                       7,000.00        23,000.00
                                         ** JOB TOTALS **            **         7,000.00  **    23,000.00  **
                                                                                                  STATE
   N CENTER-W MAIN, SILVERTON   CONT NO       FA PROJ NOS
                              324   1736    900        00                      12,500.00        [illegible].00
                                         ** JOB TOTALS **            **        12,500.00  **    [illegible].00  **
                                                                                                  STATE
   [illegible] RD-WASH ST, STAYTON  CONT NO   FA PROJ NOS
                              324   1737    282        00                                        1,[illegible].00
                              324   1737    900        00                          14.47            14.47
```

8983

3-11-80

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats No. 8841	Malheur River (Clark Lane) Bridge Harney County	February 11, 1980
Fred H. Slate Co. No. 8756	Remote Section Coos County	February 11, 1980
J. C. Compton Co. No. 8675	Lincoln County Line-Heceta Head Lincoln & Lane Counties	February 11, 1980
Baker Rock Crushing Co. No. 8774	Tualatin Valley Hwy.-S. Nectarine St. (Cornelius) Washington County	February 12, 1980
Jarl Const., Inc. No. 8910	Moro Rock Production Sherman County	February 12, 1980
Hamilton Construction Co. No. 8869	No. 1 Drain & Lost River Diversion Channel Bridges Klamath County	February 18, 1980
R. A. Hatch Co. No. 8767	Agate Beach-NE 20th St. (Newport) Lincoln County	February 19, 1980
Morse Bros. Lincoln Ready Mix, Inc. No. 8983	Depoe Bay (Ellingson St.-Coast Ave.) Lincoln County	February 20, 1980
DANCO Construction, Inc. No. 8920	Hubbard/Broadacres Rd.-Case Rd. Marion County	February 22, 1980
Hamilton Electric, Inc. No. 8931	Pac. Hwy. W @ 19th St. (McMinnville) Yamhill County	February 22, 1980
Central Oregon Pavers, Inc. No. 8932	Crook Co. Line-Ochoco Cr. & Prineville-Dry Creek Crook County	February 22, 1980
Hertz Electric, Inc. No. 8965	Silverton Rd. NE @ Cordon Rd. Marion County	February 25, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Roy L. Houck Const.Co. No. 8942	Ochoco Hwy.-Ochoco Ranger Station Crook County	February 25, 1980
J. B. Steel, Inc. No. 8831	Portland St.-S. 6th Bikeway (Klamath Falls) Klamath County	February 26, 1980
Hamilton Electric,Inc. No. 8911	Wilsonville Rd. @ Boones Ferry Rd. (Wilsonville) Clackamas County	February 26, 1980
Houck-McCall Corp. No. 9047	Long Butte Rock Production Deschutes County	February 27, 1980
Mill Plain Electric, Inc. No. 8846	Cape Creek Tunnel Lane County	February 28, 1980
Cascade Const. Co.,Inc. No. 8752	Pac. Hwy. W-SW 3rd St. (Sherwood) Washington County	February 29, 1980
L. W. Hembree Co. No. 8858	NW St. Helens Rd. @ NW Bridge Ave. Multnomah County	February 29, 1980
C. G. Gredvig, Inc. No. 9005	Coast Range Summit-S. Fork Gales Cr. Washington County	March 4, 1980
Eucon Corp. No. 8886	Pendleton-McKay Reservoir Umatilla County	March 7, 1980
Hamilton Electric,Inc. No. 8930	Empire/Coos Bay Hwy. @ K-Mart Access (Coos Bay) Coos County	March 7, 1980
Copeland Paving,Inc. No. 8896	Watkins St., Schumacher St., Kerby St. (Cave Jct.) Josephine County	March 7, 1980
F. H. McEwen Const.Co. No. 8761	Wagontire-Lake County Line Harney & Lake Counties	March 10, 1980

March 11, 1980

C. T. Keasey
Asst. State Highway Engineer

2

8983

February 22, 1980

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

CON 3
Contract #8983

Gentlemen:

Contract No. 8983 awarded to Morse Bros. Lincoln Ready Mix, Inc. for work on the Depoe Bay (Ellingson Street-Coast Avenue) Section in Lincoln County was completed on October 18, 1979, and accepted by the State Highway Division on February 20, 1980.

Final payment in the amount of $1,343.61 will be released to the contractor after February 27, 1980. The total contract amount is $23,062.14. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Morse Bros. Lincoln Ready Mix, Inc.
East Grant
Lebanon, OR 97355

bc: C. T. Kassey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8983

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

FISCAL YEAR	PAYEE MORSE BROS LINCOLN READY MIX INC E GRANT LEBANON OR 97355	VOUCHER DATE 2/21/80	TOTAL AMOUNT $ 1,543.61

WARRANT NUMBER 33907

CONTRACT NO. 8983	ESTIMATE NO. 3F	APPROVED:
PERIOD COVERED: TO 10/18/79		Designated Authority

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, ______________ (Name) CERTIFY THAT I AM ______________ (Capacity)

FOR ______________ (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID; FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

______________ Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.

If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435.

Form 734-1020X (Rev. 8-78)

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY LINCOLN

HIGHWAY CITY STREETS

SECTION DEPOE BAY (ELLINGSON ST-COAST AVE)

CONTRACT NO. 8983

ESTIMATE NO. 3

FEDERAL AID PROJECT NO.

PREFIX NO'S.

Ma
2-

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AM
001	9N MOBILIZATION		LUMP SUM	1300.0000	100.000	1300.00	13
002	9N GENERAL EXCAVATION		CU YD	12.0000	250.900	3010.80	357
003	9N TRENCH EXCAVATION		CU YD	15.0000	17.670	265.05	2
004	9N 1"-0 AGGREGATE BASE		TON	12.7500	614.175	7830.73	78
005	9N CLASS B ASPHALT	CONCRETE	TON	33.8500	252.030	8531.22	85
006	9N 12-INCH SEWER PIPE		LIN FT	10.3000	87.000	896.10	8
007	9N CONCRETE INLETS	TYPE G-1	EACH	450.0000	2.000	900.00	9
008	9N DRAINAGE CURBS		LIN FT	2.0500	452.800	928.24	
	ADJUSTMENT ITEMS						
6001	9N LIQUIDATED DAMAGES		DAY	50.0000-	35.000	1750.00-	17
6001A	9N TIME EXTENSION		DAY	50.0000	23.000	1150.00	11

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE 02 21 80 PG. 01 8983	TOTAL CONTRACT ITEMS	23062.14	22
PREVIOUS VOUCHER NO. 20580	5 % RETAINED ON CONTRACT ITEMS		1,132.
CHECKED BY: DG/KA	FORCE ACCOUNT		
ENGINEER OR AUDITOR C ELROY	TOTAL PAYMENTS	23,062.14	21,518.

NT VOUCHER WAY DIVISION	COUNTY LINCOLN	CONTRACT NO. 8983	ESTIMATE NO. 3	PREFIX NO'S.
	HIGHWAY CITY STREETS	FEDERAL AID PROJECT NO.		
	SECTION DEPOE BAY (ELLINGSON ST-COAST AVE)			

Mailed
2-21-80

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ION		LUMP SUM	1300.0000	100.000	1300.00	1300.00	
CAVATION		CU YD	12.0000	250.900	3010.80	3528.00	517.20-
AVATION		CU YD	15.0000	17.670	265.05	265.05	C.S. Release
GATE BASE		TON	12.7500	614.175	7830.73	7830.71	.02
PHALT	CONCRETE	TON	33.8500	252.030	8531.22	8531.22	2-27-80
WER PIPE		LIN FT	10.3000	87.000	896.10	896.10	
NLETS	TYPE G-1	EACH	450.0000	2.000	900.00	900.00	
URBS		LIN FT	2.0500	452.800	928.24		928.24
NT ITEMS							
DAMAGES		DAY	50.0000-	35.000	1750.00-	1750.00-	
SION		DAY	50.0000	23.000	1150.00	1150.00	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

PG. 01 8983	TOTAL CONTRACT ITEMS	23062.14	22651.08	411.06
580	5 % RETAINED ON CONTRACT ITEMS		1,132.55	1,132.55
S/KA	FORCE ACCOUNT			
ELROY	TOTAL PAYMENTS	23,062.14	21,518.53	1,543.61

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

2-20-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

	Contractor and Contract No.	Section and County	Acceptance Date
	Douglas S. Coats No. 8841	Malheur River (Clark Lane) Bridge Harney County	February 11, 1980
	Fred H. Slate Co. No. 875	Remote Section Coos County	February 11, 1980
	J. C. Compton Co. No. 8675	Lincoln County Line-Heceta Head Lincoln & Lane Counties	February 11, 1980
	Baker Rock Crushing Co. No. 8774	Tualatin Valley Hwy.-S. Nectarine St. (Cornelius) Washington County	February 12, 1980
	Jarl Const., Inc. No. 8910	Moro Rock Production Sherman County	February 12, 1980
	Hamilton Construction Co. No. 8869	No. 1 Drain & Lost River Diversion Channel Bridges Klamath County	February 18, 1980
	R. A. Hatch Co. No. 8767	Agate Beach-NE 20th St. (Newport) Lincoln County	February 19, 1980
SCA.	Morse Bros. Lincoln Ready Mix, Inc. No. 8983	Depoe Bay (Ellingsen St.-Coast Ave.) Lincoln County	February 20, 1980
	DANCO Construction, Inc. No. 8920	Hubbard/Broadacres Rd.-Case Rd. Marion County	February 22, 1980
Fill	Hamilton Electric, Inc. No. 8931	Pac. Hwy. W @ 19th St. (McMinnville) Yamhill County	February 22, 1980
	Central Oregon Pavers, Inc. No. 8932	Crook Co. Line-Ochoco Cr. & Prineville-Dry Creek Crook County	February 22, 1980
	Hertz Electric, Inc. No. 8965	Silverton Rd. NE @ Cordon Rd. Marion County	February 25, 1980

M ✓
Dn ll

8983

2-5-80

OREGON STATE HIGHWAY DIVISION

RESIDENT ENGINEER'S NARRATIVE REPORT

OF

[illegible] BAY ([illegible] ST. - [illegible] AVE.)

LOCATED IN

LINCOLN COUNTY

CONTRACT NO. 8983

CONTRACTOR: MORSE BROS. LINCOLN READY MIX

RESIDENT ENGINEER: CHARLES W. ELROY

Page 1 of 3

REFERRED TO
____ Beard ✓ Staudenmeyer ____
____ Cole ____ Sample ____
____ Eriksen ____ Werson ____
____ Hager ____ Dorn ____ Lou ____
Return Discuss [✓ Do] File Copy Due ____
BY FINAL DESIGN ENGINEER

Prepare letter acknowledgment. db

1 Versteeg ✓
____ Anderson
2 Christensen
____ Olson
____ Sullivan copy
____ Terpin
____ Trout
____ Wakerlig

RECEIVED
FEB 5 1980
ROAD DESIGN SECTION

☐
Do Not File
Return To ____
Bring ____
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Introduction:

This Special Allotment (State Project), Depoe Bay (Ellingson St. - Coast Ave.) city section is a part of the city's street system lying within the south city limits of Depoe Bay in Lincoln County.

Length of project is 450 feet.

Roadwork:

Roadwork comprised of the following:

1 - General Excavation
2 - Trench Excavation
3 - 1"-0 Aggregate Base
4 - Class "B" Asphalt Concrete
5 - Sewer Pipe (12 - inch)
6 - Concrete Inlets (Type G-1)
7 - Drainage Curbs

Except for the following construction comments, the project was constructed without incident.

1 - The Contractor damaged a gas line that the Gas Co. failedto mark or lower during their utility adjustment. This resulted in the contractor losing construction time waiting on the second adjustment.

2 - The Contractor was held up waiting for the City to adjust their water line for approximately 30 days, then the city water suprintendent informed the Contractor to continue his construction of the subgrade and if he did happen to break the line it would be cheaper to repair the breaks than to lower the entire water main.

When the Contractor started to install the 12 - inch culvert from Ellingson St. across Coast Ave., he encountered the water main. The same evening after contract hours, the city superintendent excavated a large trench through the nearly completed subgrade, the entire lenghth of Ellingson St. and across Coast Ave. The City lowered their line and left the ditch open for the contractor. We requested the Contractor to backfill the trench with rock and compact it because the excavated material from the trench was unacceptable.

3 - Several of the road approaches did not match the gutter line grade because it was impossible to design an acceptable grade that would match all road approaches and garages. Originally several of these garages were either right on R/W or out in the city street, with the grade line of their approaches tapering to the centerline of the city street. All land owners, except for two, hired the contractor to rebuild their approaches as this procedure was requested by letter from the city.

The Contract was set up for the City to take care of all driveway construction in order to allow their allotment fund to go farther. After finding they were short of funds, the city requested by letter, that the property owners construct their own driveways. Because of this Short Notice Two property owners may fight the problem through litigation.

Utilities:

There were several utilities underground such as Gas, Sewer and Water. The gas laterals had to be adjusted on Coast Ave. and across Ellingson St. The water line was adjusted down Ellingson St. and across Coast Ave. No adjustment of the sewer line was needed.

Overruns:

Overruns were minimal on this project. Aggregate base overruns were due mainly to trying to match existing driveways and maintain a sound subgrade which was soft in various areas and had to be constucted with rock in order stabilize it.

General:

The Contractor could have completed the project on time, but due to having other small projects in the same area he elected to wait until he could pave all the jobs at one time, thereby minimizing equipment move-in time.

The contract originally specified 45 calendar days for completion. An extension of 23 days was granted, for a total of 68 calendardays. The contractor used 80 calendar days, an excess of 12 days, for which liquidated damages were assessed.

It is my opinion that the City of Depoe Bay has received a well constructed project of good quality and should serve the public most satisfactorily for many years.

Charles W. Elroy
Resident Engineer

Statement of Overruns and Underruns

Depoe Bay (Ellingson St. - Coast Ave.)

City Streets - Lincoln County

Contract No. 8983

Page 1 of 2

ITEM	Summary of Original Amount	Semi - Final Estimate	Percent + or -
Contract Bid Items	26,753.30	23,062.12	- 13.8%
Anticipated Items	700.00	0.00	- 100%
Contingencies	1,235.40	0.00	- 100%
Engineering	2,745.33	2,071.28	- 24.6%
Liquidated Damages	-----	- 600.00	+ 100%
Total Contract Costs	31,434.03	24,533.40	- 22.0%

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 5 1980
ROAD DESIGN SECTION

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OVERRUNS & UNDERRUNS CONTRACT No. 8983

Item No.	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
1 -	Mobilization	Lump Sum	100%	100%	0.0%
2 -	General Excavation	CuYd	440.00	250.90	-43%

Design changes were made in the typical section prior to the Project letting reducing the project quantity, the Aggregate depth was changed from 9"to 6", The finish grade had to be kept, reducing the General Excavation by about 33%, also we did not cut to subgrade on Ellihgson St. which made the rest.

3	Trench Excavation	CuYd	50.00	17.67	-65%

Two trenches were eliminated on project by making grade changes and running water into an existing drain.

4-	1"-0 Aggregate Base-Ton		500.00	614.173	+23%

extra Aggregate used to stabilize soft spots to build up super around the corner at the intersection of Ellingson St. & Coast Ave., also to make good connections with side street, (location called for 538 Ton not 500).

5-	Class "B" Asphalt Concrete - Ton		280.00	252.03	-10%

Underrun due to the use of aggregate with a lower specific gravity.

6-	12-Inch sewer pipe. Lin.ft.		126.00	87.00	-31%

Two runs of pipe were eliminated on project by making grade changes & running water into an existing drain.

7-	Concrete Inlets,,Type G-I-Each		3.0	2.0	-33%
8-	Drainage Curbs	Lin. ft.	450.00	452.80	+0%

Liquidated Damages credit 600.00 credit 12 day credit because of excess Calendar Days used.

8983

FORM 81-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Depoe Bay (Ellingson St.-Coast Ave.)

WEEK ENDING: Jan. 19, 1980

SECTION PREFIX: 321-1717

HIGHWAY: City Streets

COUNTY: Lincoln

NAME OF JOB: Depoe Bay(Ellingson St.-Coast Ave.)

KIND OF WORK: Paving & Grading

CONTRACTOR: Morse Bros., Lincoln Ready Mix, Inc.

CONTRACT NUMBER: 8983

FEDERAL AID PROJECT NUMBER: State Project

DATE OF CONTRACT: July 19, 1979

DATE WORK STARTED: August 30, 1979

ESTIMATED COMPLETION DATE: October 18, 1979

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 68

CALENDAR DAYS USED: 80

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 118

PROJECT AUTHORIZATION: $31,434.03

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $28,688.70

ENGINEERING AUTHORIZATION: $2,745.33

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $24,600.00

ENGINEERING COST TO DATE: $2,637.33

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 87

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 13 %

PERCENT OF AUTHORIZATION: 96 %

DATE PROJECT WAS COMPLETED: October 18, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.09	0.09			0.09
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.09	0.09			0.09
TOTAL ESTIMATED QUANTITIES (CONTRACT)	440	500			280
TOTAL QUANTITIES CORRECTED TO DATE	251	655			252.03
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	251	615			252.03
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	N/A	N/A		
MONDAY	"	"		
TUESDAY	"	"		
WEDNESDAY	"	"		
THURSDAY	"	"		
FRIDAY	"	"		
SATURDAY	"	"		

RECEIVED
JAN 21 1980
CONSTRUCTION BRANCH

Kyburz
Jackman
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	N/A
MONDAY	N/A
TUESDAY	N/A
WEDNESDAY	N/A
THURSDAY	Semi-final completed and sent to Salem for review
FRIDAY	N/A
SATURDAY	N/A

REMARKS

Completed and submitted Semi-final 1-16-80

This will be the last Weekly Report

SIGNED Charles W. Elroy LOCATION Newport
Charles W. Elroy, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

8983

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

RECEIVED
STATE HWY ENGR
DEC 18 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

December 17, 1979

Honorable Dell Isham
State Senator
3231 W. Devil's Lake Road
Lincoln City, OR 97367

Subject: Ellingson St. & Coast Dr.
City of Depoe Bay
Special City Allotment Project

Dear Senator Isham:

This city street project in Depoe Bay which was constructed under the Special City Allotment Program has been controversial due to the fact that driveway connections were not constructed as a part of the project. This has lead to inconvenience and probable expense for some of the residents. The project was designed, contracted, and construction was supervised for the City by the State Highway Division and our role in this design and construction activity was more in the nature of a consultant to the City than as an owner.

The Special City Allotment program provides for limited grants to the cities eligible for this type of assistance. Work which is done beyond the amount of the grant becomes a city expense without participation from the Highway Division, although we will include such work in a design and will supervise the construction thereof as part of our agreement with the city. During the design on this project we were instructed not to include driveway connections and to extend the amount of the SCA grant so far as it would possibly go in the street improvement. During the construction of the project, the connection of driveways was again discussed with the city by our Resident Engineer and we were again told that it was not to be included as part of the project. Lines, grades, and other details of the project were approved by the City prior to contracting.

On December 11, 1979, Mr. Phil Stearns, Region 2 Federal Aid Engineer, Mr. Fred Hildebrant, from the Project Management office, our Resident Engineer from Newport, Depoe Bay City Council members, the City attorney, the acting City Recorder, and a group of citizens living on the subject streets met in Depoe Bay. A newspaper representative was also present at this meeting. No council action was taken since the council determined that this was a meeting to discuss the problem rather than a meeting at which a decision should be reached. The mayor opened the meeting to the citizens, listened to their complaints, and our Resident Engineer provided information and cost estimates for replacing two road approaches to functional condition. It was concluded that the city attorney should discuss the matter with the local citizens and render a decision to the mayor and city council. The meeting was then adjourned.

The Highway Division will take no further action until we receive some direction from the city. We understand that the city did receive a permit of entry from one property owner after the meeting was adjourned and we stand ready to assist and advise the city in the resolution of the problem.

I sincerely hope that this problem can be resolved in accordance with the terms of the agreement between the Highway Division and the City of Depoe Bay. Should there be additional problems, we will provide such assistance as we are legally capable of rendering.

Very truly yours,

ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson
REGION II ENGINEER

COF/rgb
cc: [redacted]
Don Harwell

December 11, 1979

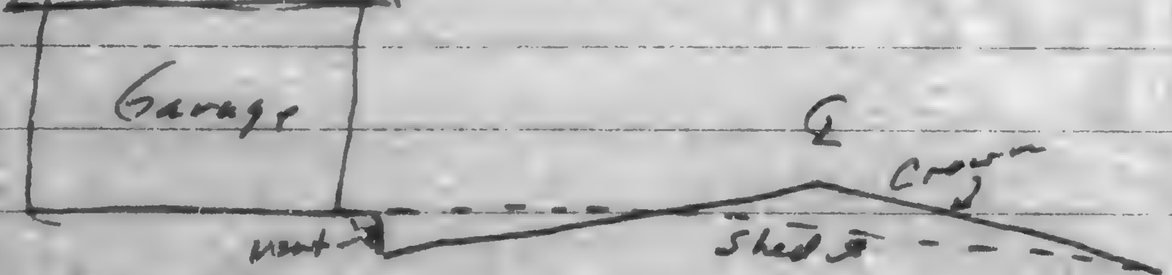
City of Depoe Bay.
Road Approach Complaint on
Ellingson & Coast Project.

a 7 Panel Member - Consisting of Mayor, City Lawyer, 3 Council Members, City Recorder and Res. Eng Elroy. There were approx 14 Citizens, Stearns, Elroy's office man & MySelf.

Complaints had been recieved about a vertical Cut across 2 approaches. City Contended that it was the property owners responsibility to tell the Contractor what they wanted in way of an approach and to Pay for it. a letter to Property owners had been distributed informing them of Such. Elroy gave Costs to repair the approaches. Rod Myrick, Supt. of Moris Bros Contractor was there.

No final out come of the problem was Solved. The Mayor Contended that it was the property owners problem

In My Opinion The problem would Never have existed, if the locating Engineer had designed a Shed roof on The Street instead of a Crown Section when he discovered The problem


Garage
℄
Crown
vent
Shed

Fred Hildebrandt

8983.

2

STATE OF OREGON

Highway Construction
DEPT.

378-6318
TELEPHONE

INTEROFFICE MEMO

FILE: CON 5 #8983

DATE: September 27, 1979

TO: Memo to File

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Ellingson St.-Coast Ave. Section
Depoe Bay City Streets
Contract No. 8983

NOTED
H. S. COULTER

Morse Bros. Lincoln Ready Mix, Inc., contractor on this Special City Allotment project, has requested a 30 calendar day time extension due to utility delays.

This is a small contract ($26,800.00) with a specified completion time of 45 calendar days. Utility adjustments were anticipated and were the responsibility of the City. The City was unable to expedite the utility adjustments and the contractor was delayed for 30 calendar days. Region recommends that a time extension of 23 calendar days be granted since a delay of approximately seven calendar days should have reasonably been anticipated to provide for the utility adjustments. I concur with Region's recommendation increasing the contract time to 68 calendar days which should allow the project to be completed without liquidated damages.

OBJ:fr

cc: H. S. Coulter (w/att.)
C. O. Fredrickson
C. W. Elroy
Don Bedford

RECEIVED
STATE HWY ENGR
SEP 28 '79
REFER TO

FOR

Info	Inves	[illegible]	[illegible]	Act	File
					✓

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 27, 1979

Morse Bros. Lincoln Ready Mix, Inc.
Post Office Box 7
Lebanon, OR 97355

Gentlemen:

Re: Time Extension Request
Ellingson St.-Coast Ave. Section
Depoe Bay City Streets
Contract No. 8983

Your request for additional contract time on the above project has been carefully reviewed. A time extension of 23 calendar days is granted due to utility adjustment delays. The revised contract time for this project is therefore 68 calendar days.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By

O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

bc: H. S. Coulter
C. O. Fredrickson
C. W. Elroy
Robert Church

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 21-1136

INTER-OFFICE CORRESPONDENCE

September 24, 1979

Salem, Oregon

FROM: Gerald Wimer
REGION CONSTRUCTION

TO: Bryant Jackmond
CONTRACT ADMINISTRATION ENGINEER

SUBJECT: Time Extension Request
Ellingson St.-Coast Ave. Sec.
Depoe Bay City Streets
Contract No. 8983

The contractor, Morse Bros. Lincoln Ready Mix, Inc., by the attached formal request asked for a 30-day extension because the city of Depoe Bay did not have the utilities moved until two-thirds of the specified contract time had lapsed.

Resident Engineer Charles W. Elroy in his attached Sept. 19, 1979, analysis documents the critical dates and finds basis to recommend an additional 30 calendar days.

I concur with Mr. Elroy but with one exception. The contractor should anticipate some conflict from the utilities. According to a verbal response to Mr. Elroy seven days for the utility conflicts is reasonable. Reducing his 30-day recommendation by seven days results in a recommendation of 23 additional calendar days by this office for a new total of 68 calendar days.

We presently estimate the project to be completed ~~next~~ this week. If completed on Friday, Sept. 28, a total of 60 calendar days would be used. The 68 calendar days does allow another week in case weather causes a slippage of the present estimated scheduled completion.

GW/rgl
cc: Charles Elroy

RECEIVED
SEP 25 1979
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
NEWPORT, OREGON 97365
September 19, 1979

FILE: 21-1136

Charles W. Elroy

FROM: Charles W. Elroy

SUBJECT: Recommendations on Contractor's
Request for Time Extension
Depoe Bay (Ellingson St.-Coast Ave)
City Streets
Lincoln County
Contract No. 8983

TO: C.O. Fredrickson
Region 2 Engineer

Atten. : Gerald W. Wimer
Region Construction Engineer

REGION 2 ENGINEER
RECEIVED
SEP 20 1973
☐ RLE ☐ RDC
☐ RE ☐ RCE ☐ RME ☐ RTE
☐ ULE ☐ GEO ☐ RSO ☐ ENV

Critical Dates
Time Extension Request
Depoe Bay (Ellingson St. - Coast Ave.)
Contract No. 8983

Remarks	Date	Calendar Days
Bids Received	7/12/79	
Date of Award	~~7/17/79~~ 7/19/79 [illegible]	
Date of Letter of Notice of Award	~~7/27/79~~ 7/19/79 [illegible]	
Calender Day Count Commenced	~~8/30/79~~ 7/31/79 [illegible]	
Work Completed	Not Completed	
Limiting Numbers of Calender Days		45
Calender Days Used		50 as of 9/18/79
Excess Calender Days Used		5 as of 9/18/79

Listed below are the contractors reasons and justifications for requesting an increase in calendar days in which to complete the contract and my recommendation of their request.

Morse Bros., Lincoln Ready Mix, Inc. base their request on the following;

1) That the City of Depoe Bay did not comply with sub-section 105.06 of the contract special provisions.
2) The City did not have the various utilities moved before the calendar count started.
3) When moving of the utilities did start the contractor was shut down due to their operations.

Calendar day charges started July 31, 1979 and the contractor was unable to commence work until August 30, 1979 a total elapsed time of 30 calendar day's.

Sub-section 105.06 Cooperation with utilities of the standard specifications and of the contract special provisions and supplemental standard specifications do not gurantee the contractor that all utilities will be moved at the time calendar day count starts. The Standard Specifications also state the following:

> It is understood and agreed that the contractor has considered in his bid all of the permanent and temporary utility appurtenances in their present or relocated positions and that no additional compensation will be allowed for any delays, inconcience or damage sustained by him due to any interference from the said utility appurtenances or the operation of moving them.

TIME EXTENSION REQUEST

The City of Depoe Bay, during the pre-construction conference, did state that all utilities would be moved immediately and that the City Streets would be shut of from public use. The City did not get cooperation from the various utilities and found they had no barricades or signing to shut off the City Streets. It was because of these accumulating delay's that the contractor was unable to commence his operations.

Holding the Contractor up 30 calendar day's of the 45 calendar day completion time would seem an unfair ruling under Sub-Section 106.06, therefore I reccommend that the 30 calendar day request be allowed.

August 15, 1979

City of Depoe Bay
City Hall
Depoe Bay, Oregon 97341

Attn: Deborah H. Barnett
City Recorder

Gentlemen:

On July 19, 1979, a Contract on Ellingson Street and Coast Avenue was awarded to Meese Bros. Lincoln Ready Mix, Inc. Included herewith is a copy of the Contract and plans for your files.

You will note on page 14 of the Contract, Section III - Temporary Protective and Directional Measures for traffic will be the responsibility of the City. Also, on the plans, 3-Construct Approaches will be your responsibility.

If you have any further questions, feel free to contact this office or Phil Stearns, Regional Federal Aid Engineer, East Highway Building, Salem, Oregon 97310.

Very truly yours,
ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

FVH:pf
Enclosure

cc: Phil Stearns

8983

July 13, 1979

City of Depoe Bay
City Hall
Depoe Bay, Oregon 97341

Attn: Deborah E. Barnett
City Recorder

Gentlemen:

On July 12, 1979 a satisfactory bid was received from Morris Bros. Lincoln Ready Mix Inc., P.O. Box 7, Lebanon, Oregon 97355 for construction on Ellingson St. and Coast Ave. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$26,733.30
Permanent Pavement Striping	$ 700.00
4 1/2% Contingencies	1,235.40
10% Engineering	2,745.33
ESTIMATED TOTAL COST	$31,434.03
Less SCA Allowance	25,000.00
CITY'S ADVANCE DEPOSIT: say	$ 6,400.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than August 3, 1979.

Please make your check for $6,400.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

FM:pf

bcc w/AD # 663: Phil Stearns, Region 2 Federal Aid Specialist
Vern Skoog - Please return completed AD # 663 when check is received.

REC'D # 6,400
7-19-79

Notified
ED Hauky
& Phil Stearns

[illegible]

Section Depoe Bay C llingson St-Coast Ave. Sec Progra ing Estimate $ 35,000

Highway City Streets Project Length 0.085 miles

County Lincoln 7-12-79 Completion Time

8983

Kind of Work Grading and Paving

Prefix 321-1490-921 FA Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ ~~29,752.00~~ 26,465.00

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	700
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities	
Misc. Permit Fees	

$ 700.00

27,165.00 ~~30,452.00~~

Contingencies (4-1/2%) 1,222.43 ~~1,370.34~~

Engineering (10%) 2,716.50 ~~3,045.20~~

~~SUBTOTAL~~ $

Credit for

Estimated Net Authorization, Construction $ ~~34,867.54~~

31,103.93

APPROVED

Road Design Engineer

Jul. 12

[illegible]8/7[illegible]

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 5/17

Section Depoe Bay (E[illegible] St - Coast Ave.) Sec.
County Lincoln
Kind Of Work Grading and Paving
Length 0.08 mi.
Name E. Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		All	All		2,000 ~~2,200~~
	~~Temporary Protection and Direction of Traffic~~		~~All~~	~~All~~	~~—~~	~~160~~
	~~Temporary Signs~~		~~Sq. Ft.~~	~~117~~ ~~132~~	~~6^{00}~~	~~$792~~
	~~Temporary Barricades~~		~~Each~~	~~8~~	~~10^{00}~~	~~$800~~
	~~Flagmen~~		~~Hour~~	~~40~~	~~19^{00}~~	~~760~~
	Road Work					
	General Excavation		Cu. Yd.	440	7^{00}	3,080
F-O	Aggregate Base		Ton	500	13^{25}	6,625
	Class "B" Asphalt Concrete		Ton	280	34^{50}	9,660
	12-inch Sewer Pipe		Lin. Ft.	126	12^{50}	1,575
	Concrete Inlets, Type G-1		Each	3	550^{00}	1,650
	Drainage Curbs		Lin. Ft.	450 ~~560~~	2^{50}	1,125 ~~1,400~~
	Trench Excavation		Cu. Yd.	50	15^{00}	750
						26,465

8983

Depoe Bay

Statement of Overruns and Underruns

Depoe Bay (Ellingson St. - Coast Ave.)

City Streets - Lincoln County

Contract No. 8983

Page 1 of 2

ITEM	Summary of Original Amount	Semi - Final Estimate	Percent + or -
Contract Bid Items	26,753.30	23,062.12	- 13.8%
Anticipated Items	700.00	0.00	- 100%
Contingencies	1,235.40	0.00	- 100%
Engineering	2,745.33	2,071.28	- 24.6%
Liquidated Damages	-----	- 600.00	+ 100%
Total Contract Costs	31,434.03	24,533.40	- 22.0%

Versteeg
Anderson
Christensen copy
Olson
Sullivan copy
Terpin
Trout
Wekerlig

RECEIVED
FEB 5 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

CONTRACT No. 8983

OVERRUNS & UNDERRUNS

Item No.	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
1 -	Mobilization	Lump Sum	100%	100%	0.0%
2 -	General Excavation	CuYd	440.00	250.90	-43%
	Design changes were made in the typical section prior to the Project letting reducing the project quantity, the Aggregate depth was changed from 9"to 6", The finish grade had to be kept, reducing the General Excavation by about 33%, also we did not cut to subgrade on Ellihgson St. which made the rest.				
3	Trench Excavation	CuYd	50.00	17.67	-65%
	Two trenches were eliminated on project by making grade changes and running water into an existing drain.				
4-	1"-0 Aggregate Base-Ton		500.00	614.173	+23%
	extra Aggregate used to stabilize soft spots to build up super around the corner at the intersection of Ellingson St. & Coast Ave., also to make good connections with side street, (location called for 538 Ton not 500).				
5-	Class "B" Asphalt Concrete - Ton		280.00	252.03	-10%
	Underrun due to the use of aggregate with a lower specific gravity.				
6-	12-Inch sewer pipe. Lin.Ft.		126.00	87.00	-31%
	Two runs of pipe were eliminated on project by making grade changes & running water into an existing drain.				
7-	Concrete Inlets,,Type G-I-Each		3.0	2.0	-33%
8-	Drainage Curbs	Lin. ft.	450.00	452.80	+6%

Liquidated Damages credit 600.00 credit 12 day credit because of excess Calendar Days used.

8983

CITY of DEPOE BAY

Post Office Box 8 -:- Depoe Bay, Oregon 97341 -:- (503) 765-2361

June 26, 1979

Oregon State Highway Division
Charles Elroy, Resident Engineer
P.O. Box 37
Newport, Oregon 97365

Dear Mr. Elroy,

In regard to the Coast Avenue and Ellingson Street paving project, the City of Depoe Bay will be responsible for temporary protection and direction of traffic.

Sincerely,

Deborah H Barnett

Deborah H. Barnett,
City Recorder

DHB/mb
cc: Fred Hildebrandt, Dept. of Transportation

cc: Corby Hartley
Designer

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
[✓ LGE ☐] FAE ☐ OPE ☐
JUN 28 1979

File: PM FA
LG OP
TAA

Section Depoe Bay C[illegible]llingson St-Coast Ave.) Sec Progra[illegible]ing Estimate $ 35,000

Highway City Streets Project Length 0.085 miles

County Lincoln 6-12-79 Completion Time

8983

Kind of Work Grading and Paving

Prefix 321-1490-921 FA Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 26,465.00 ~~29,752.00~~

Anticipated Additional Items:	
Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	700
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities	
Misc. Permit Fees	

$ 700.00

27,165.00 ~~30,452.00~~

Contingencies (4-1/2%) 1,222.43 ~~1,370.34~~

Engineering (10%) 2,716.50 ~~3,045.20~~

~~SUBTOTAL~~ $

Credit for

Estimated Net Authorization, Construction $ ~~34,867.[illegible]~~

31,103.93

APPROVED

Road Design Engineer

6-12-79 Talked to City Recorder. She said 90 / HH

Jul. 12

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 3/17
Section Depoe Bay (E. Ellingson St - Coast Ave.) Sec.
County Lincoln
Kind Of Work Grading and Paving
Length 0.08 mile
Name E. Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		All	All		2,000 ~~2,200~~
	~~Temporary Protection and Direction~~					
	~~of Traffic~~		~~All~~	~~All~~	~~—~~	~~$160~~
	~~Temporary Signs~~		~~Sq. Ft.~~	~~117~~ ~~132~~	~~6.00~~	~~$792~~
	~~Temporary Barricades~~		~~Each~~	~~8~~	~~100~~	~~$800~~
	~~Flagmen~~		~~Hour~~	~~40~~	~~19.00~~	~~760~~
	Roadwork					
	General Excavation		Cu. Yd.	440	7.00	3,080
	Aggregate Base		Ton	500	13.25	6,625
	Class "B" Asphalt Concrete		Ton	280	34.50	9,660
	12-inch Sewer Pipe		Lin. Ft.	126	12.50	1,575
	Concrete Inlets, Type G-1		Each	3	550.00	1,650
	Drainage Curbs		Lin. Ft.	450 ~~560~~	2.50	1,125 ~~1,400~~
	Trench Excavation		Cu. Yd.	50	15.00	750
						26,465

8983

Section Depoe Bay (Ellingson St-Coast Ave) Sec Programming Estimate $ 35,000 0Sm.

Highway City Streets Project Length 0.085 miles

County Lincoln 6-12-79 Completion Time

Kind of Work Grading and Paving

Prefix 321-1490-921 FA Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 29,752 00

Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	700	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Install Water Meter		$ 700 00
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 30,452 00
Contingencies (4-1/2%)		1,370 34
Engineering (10%)		3,045 20
~~SUBTOTAL~~		$
Credit for		
Estimated Net Authorization, Construction		$ 34,867 54

APPROVED

Road Design Engineer

Jul. 12

6/8/79

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 5/17

Section Depoe Bay (Ellingson St - Coast Ave.) Sec.
County Lincoln

Kind Of Work Grading and Paving
Length 0.08 mile
Name B. Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		All	All		2,200
	Temporary Protection and Direction of Traffic		All	All	—	$ 16[illegible]
	Temporary Signs		Sq. Ft.	~~117~~ 132	6^{00}	$ 792
	Temporary Barricades		Each	8	100^{00}	$ 800
	Flagmen		Hour	40	19^{00}	760 -
	RoadWork					
	General Excavation		Cu. Yd.	440	7^{00}	3,080 -
F-0	Aggregate Base		Ton	500	13^{25}	6,625 -
	Class "B" Asphalt Concrete		Ton	280	34^{50}	9,660 -
	12-inch Sewer Pipe		Lin. Ft.	126	12^{50}	1,575 -
	Concrete Inlets, Type G-1		Each	3	550^{00}	1,650 -
	Drainage Curbs		Lin. Ft.	560	2^{50}	1,400 -
	Trench Excavation		Cu. Yd.	50	15^{00}	750 -

8983

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL [illegible]/OR AUTHORIZATION

2

FEDERAL AID PROJECT NO. SOS-2101(1)

STA[illegible]OJECT NO. See below

COUNTY NAME Lincoln

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80189

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

6-22 orig Fld

RECEIVED
STATE HWY ENGR
JUN 22 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED 8-17-78

DATE AUTHORIZATION EFFECTIVE 6-6-79

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION: #8969
Coast Drive and Port Drive (Depot Bay)

GENERAL DESCRIPTION OF WORK:
Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated April 26, 1979, that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE 6-6-79

SIGNATURE OF APPROVING OFFICIAL G. K.

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8983

GON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Ellingson St. & Coast Ave. (Depoe Bay)
Prefix 321-1490
Highway City Streets
County Lincoln
Date June 4, 79
Length 400
Miles
Designer [illegible]
Signed
Title

Grading & Drainage	$ 14,519
Surfacing	$ 20,715
Extra Work	
	$
	$
	$
	$
	$
	$
	$
	$
	$
	$
TOTAL EXTRA WORK	$
TOTAL	$ 35,264
+ 20 % Engineering and Contingencies	$ 7053
Structures	
	$
	$
	$
	$
TOTAL STRUCTURES	$ -
Right of Way	$
TOTAL ESTIMATED COST	$ 42,317

heet 2 of 2

SUMMARY--BID SCHEDULE--COST ESTIMATE

Date May 4, 79

on Ellingson St & Coast Av — (Depoe Bay) County Lincoln

nd Of Work Grade & Pave Length 150' Name Hartke

Item		Code	Unit	Quant.	Unit Cost	Total $
Mobilization	(8%)					2542
Temp P. & D.	(3%)					953
Temp Signs			Sq. Ft.	51	6^{50}	332
Temp Barricades			Ea	3	125^{00}	375
General Exc			Cu.yd.	438	10^{00}	4380
Aggregate Base 1"-0			Ton	538	15^{00}	8070
Asph. Conc., Class "B"			Ton	276 ~~243~~	30^{00} ~~26~~	8280
Asph. Cem. in Mix			Ton	18 ~~50~~	124^{00}	2232
Watering			M Gal	8	10^{00}	80
12" Sewer Pipe			Lin Ft.	126	35^{00}	4410
Type G-1 Inlet			Ea	3	550^{00}	1650
Drainage Curb			Lin Ft	560	3^{50}	1960
						35,264
						21,769

```
                                                                                                    00        STATE
 1ST AVE & CHOCKTOOT 'CHILOQUI CONT NO      * FA PROJ NOS
                                   318    1425    901     00                                   2,366.82
                                   318    1425    905     00                                   2,201.84
                                   318    1425    910     00                                     571.34
                                   318    1425    921     00                                     273.44
                                   318    1425    924     00                                      25.24
                                                ** JOB TOTALS **            **              **  5,437.73  **

                                                                                                          STATE
 DEPOEBAY-SHELLINGSTON-COASTER CONT NO     FA PROJ NOS
                                   321    1490    901     00        15.63           972.13       972.13
                                   321    1490    901     00       829.87           862.11       862.11
                                   321    1490    905     00     1,171.73         1,171.73     1,171.73
                                   321    1490    910     00        69.12            59.12        69.12
                                   321    1490    921     00        14.78            14.78        14.78
                                   321    1490    922     00         4.50             4.50         4.50
                                                ** JOB TOTALS **  2,096.63  **    3,084.37  **  [illegible]  **

                                                                                              1,908.99CR
                                   323    1455    901     00                                     383.97CR
                                   323    1455    905     00                                        .48CR
                                   323    1455    914     00                                      44.84CR
                                   323    1455    920     00                                     180.64CR
                                   323    1455    921     00                                      51.24CR
                                   323    1455    923     00
                                                ** JOB TOTALS **            **              **  2,570.16CR**

                                                                                                    00        STATE
 SHAFF RD-WASHINGTON ST(STAYTO CONT NO      FA PROJ NOS
                                   324    1402    910     00                                   1,387.00
                                   324    1402    914     00                                      99.56
                                   324    1402    924     00                                      75.72
                                                ** JOB TOTALS **            **              **  1,562.28  **

                                                                                                    00        STATE
 2ND ST-SPRR (JEFFERSON)           CONT NO      * FA PROJ NOS
                                   324    1404    905     00                                      46.88
```

5-79

8983

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                                                                              MAY 1979         PAGE  474
 TOTAL TO DATE JOB COST SUMMARY
                                                                                FISCAL         GRAND TOTAL
 DESCRIPTION OF JOB OR DEPARTMENT      PREFIX       FUNCTION   OR  CURRENT MONTH   YEAR TO DATE      TO DATE
                                   324    1404    910     00                                     899.28
                                   324    1404    324     00                        100.96       100.96
                                                ** JOB TOTALS **            **      100.96  **  1,047.13  **

                                                                                                    00        STATE
 W MAIN ST. SUBLIMITY              CONT NO      * FA PROJ NOS
                                   324    1426    901     00                                   1,614.71
                                   324    1426    905     00                                     781.07
                                   324    1426    910     00                                   1,026.58
```

8783

5-79

```
                                                                                    00      STATE
1ST AVE & CHOCKTOOT 'CHILOQUI CONT NO      * FA PROJ NOS                       2,366.82
                                318    1425    901    00                       2,201.84
                                318    1425    905    00                         571.34
                                318    1425    910    00                         223.44
                                318    1425    921    00                          25.24
                                318    1425    924    00         **       **   5,437.73  **
                                318    1425     ** JOB TOTALS **

                                                                                          STATE
DEPOEBAY-SHELLINGSTON-COASTER CONT NO       FA PROJ NOS       15.63       972.13       972.13
                                321    1490    901    00      829.87       862.11       862.11
                                321    1490    901    00 -  1,171.73     1,171.73     1,171.73
                                321    1490    905    00       59.12        59.12        69.12
                                321    1490    910    00       14.78        14.78        14.78
                                321    1490    921    00        4.50         4.50         4.50
                                321    1490    922    00    2,095.63 **  3,084.37 **  [illegible] **
                                        ** JOB TOTALS **
                                                                                  1,908.99CR
                                323    1455    901    00                            383.97CR
                                323    1455    905    00                               .48CR
                                323    1455    914    00                             44.84CR
                                323    1455    920    00                            180.64CR
                                323    1455    921    00                             51.24CR
                                323    1455    923    00         **           **  2,570.16CR**
                                        ** JOB TOTALS **
                                                                                    00      STATE
SHAFF RD-WASHINGTON ST(STAYTO CONT NO       FA PROJ NOS                        1,382.00
                                324    1402    910    00                           99.56
                                324    1402    914    00                           75.72
                                324    1402    924    00         **           **  1,562.28  **
                                        ** JOB TOTALS **
                                                                                    00      STATE
2ND ST-SPRR (JEFFERSON)        CONT NO      * FA PROJ NOS                          46.88
                                324    1404    905    00




                                                          MAY 1979           PAGE  474
TOTAL TO DATE JOB COST SUMMARY                             FISCAL           GRAND TOTAL
                                                                               TO DATE
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX     FUNCTION  GR  CURRENT MONTH  YEAR TO DATE      839.29
                                324    1404    910    00                   100.96          100.96
                                324    1404    924    00         **        100.96  **    1,047.13  **
                                        ** JOB TOTALS **
                                                                                    00      STATE
W MAIN ST. SUBLIMITY           CONT NO      * FA PROJ NOS                      1,614.71
                                324    1426    901    00                         781.07
                                324    1426    905    00                       1,026.58
                                324    1426    910    00
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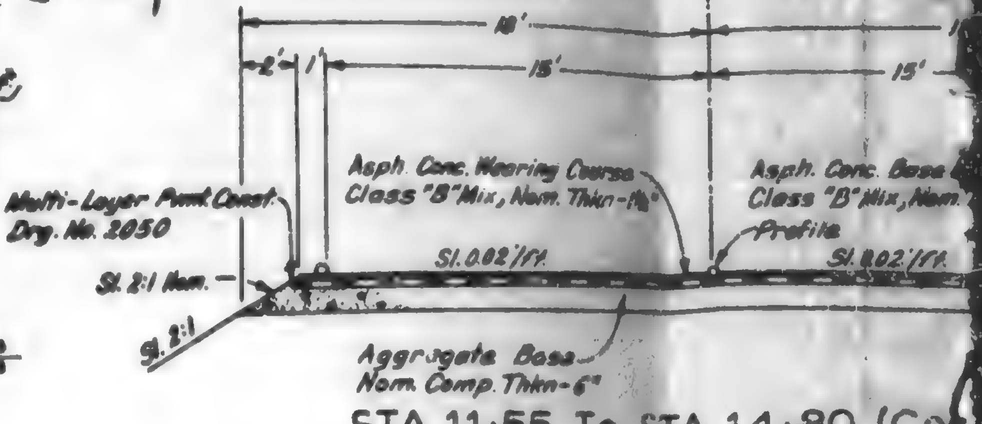
8983

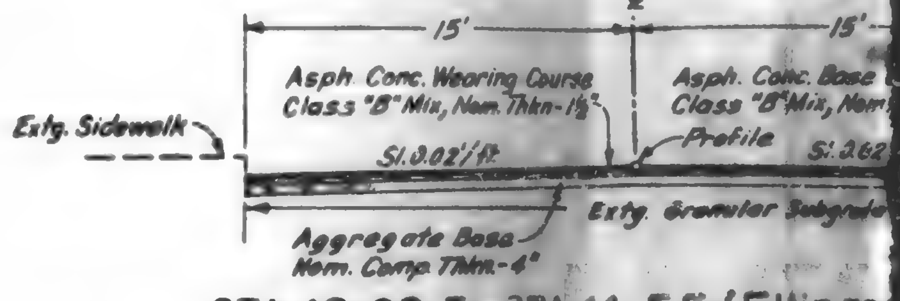
No R/W Maps

5-23-79

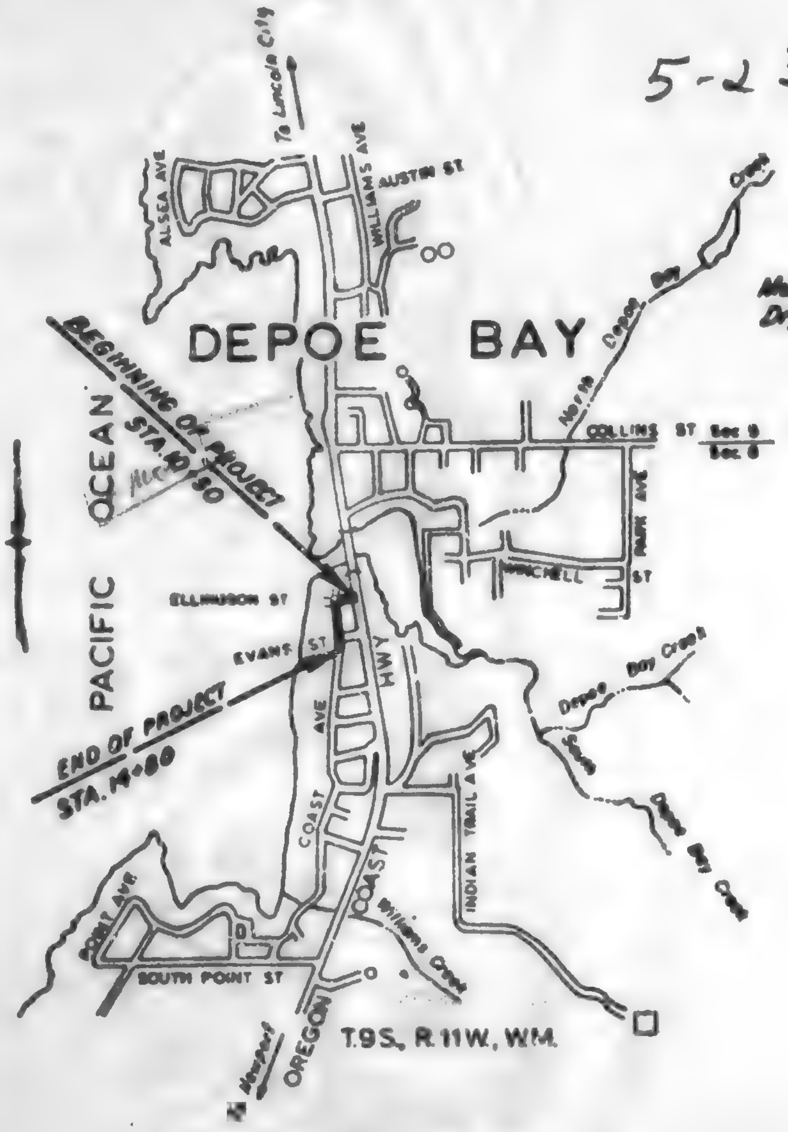
TYPICAL SEC


18'
2'
1'
15'
15'
℄
Multi-Layer Pvmt. Const.
Drg. No. 2050
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn-1½"
Asph. Conc. Base
Class "B" Mix, Nom.
Profile
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 2:1 Nom.
Sl. 2:1
Aggregate Base
Nom. Comp. Thkn-6"

STA. 11+55 To STA. 14+80 (Co


15'
15'
℄
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn-1½"
Asph. Conc. Base
Class "B" Mix, Nom.
Extg. Sidewalk
Profile
Sl. 0.02'/Ft.
Sl. 0.02
Extg. Granular Subgrade
Aggregate Base
Nom. Comp. Thkn-4"

STA. 10+30 To STA. 11+55 (Ellings


To Lincoln City
ALSEA AVE
WILLIAMS AVE
AUSTIN ST
DEPOE BAY
BEGINNING OF PROJECT
STA. 10+30
PACIFIC OCEAN
COLLINS ST
Sec 5
Sec 8
NORTH Depoe Bay Creek
MITCHELL ST
PARK AVE
ELLINGSON ST
EVANS ST
HWY
END OF PROJECT
STA. 14+80
Depoe Bay Creek
COAST AVE
COAST
INDIAN TRAIL AVE
Williams Creek
SOUTH POINT ST
OREGON
To Newport
T.9S., R.11W., W.M.

Sketch Map

Scale: 0 800 1600 Feet

Item	Code	Unit	Quant.
Mobilization			
Temp. P. & D.			
Temp. Signs		Sq.Ft.	81
Temp. Barricades		Ea	3
General Exc.		Cu.yd.	138
Aggregate Base 1"-0		Ton	538
Asph. Conc., Class B		Ton	272
Asph. Cem. in Mix		Ton	20
Watering		M.Gal	2
12" Sewer Pipe		Lin.Ft.	126
Type G-1 Inlet		Ea	3
Drainage Curb		Lin.Ft.	580

① Const. Type "G-
(With Special
Inst. 12" Sewer
Tr. Exc.-22 C.Y.
(Drg. No. 2105)

② Const. Drainag
(Drg. No. 205

③ Const. Approa
(By Others)

APPROVED
CITY OF Depoe Bay
BY MAYOR W. W. Wahl
BY RECORDER
DATE May 23, 1979

PRE

Staudenmeyer, Hartle, Butts

OREGON STATE HIGHWAY DIVISION
GRADING & PAVING
DEPOE BAY (ELLINGSON ST.-COAST AVE.) SEC.
CITY STREETS
LINCOLN COUNTY

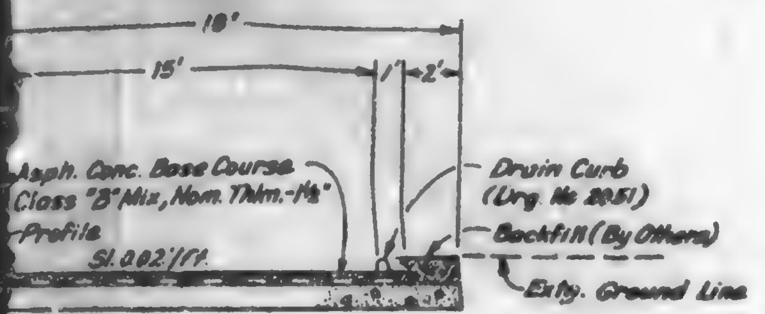
FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	SHEET No.	TOTAL SHEETS
10	OREGON			1	1

PRELIMINARY COPY
MAY 1 1 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

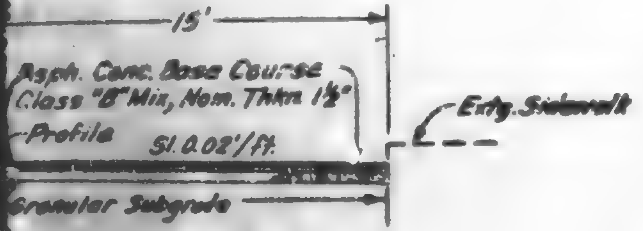
SECTIONS

To Be Accompanied By Drg. Nos.

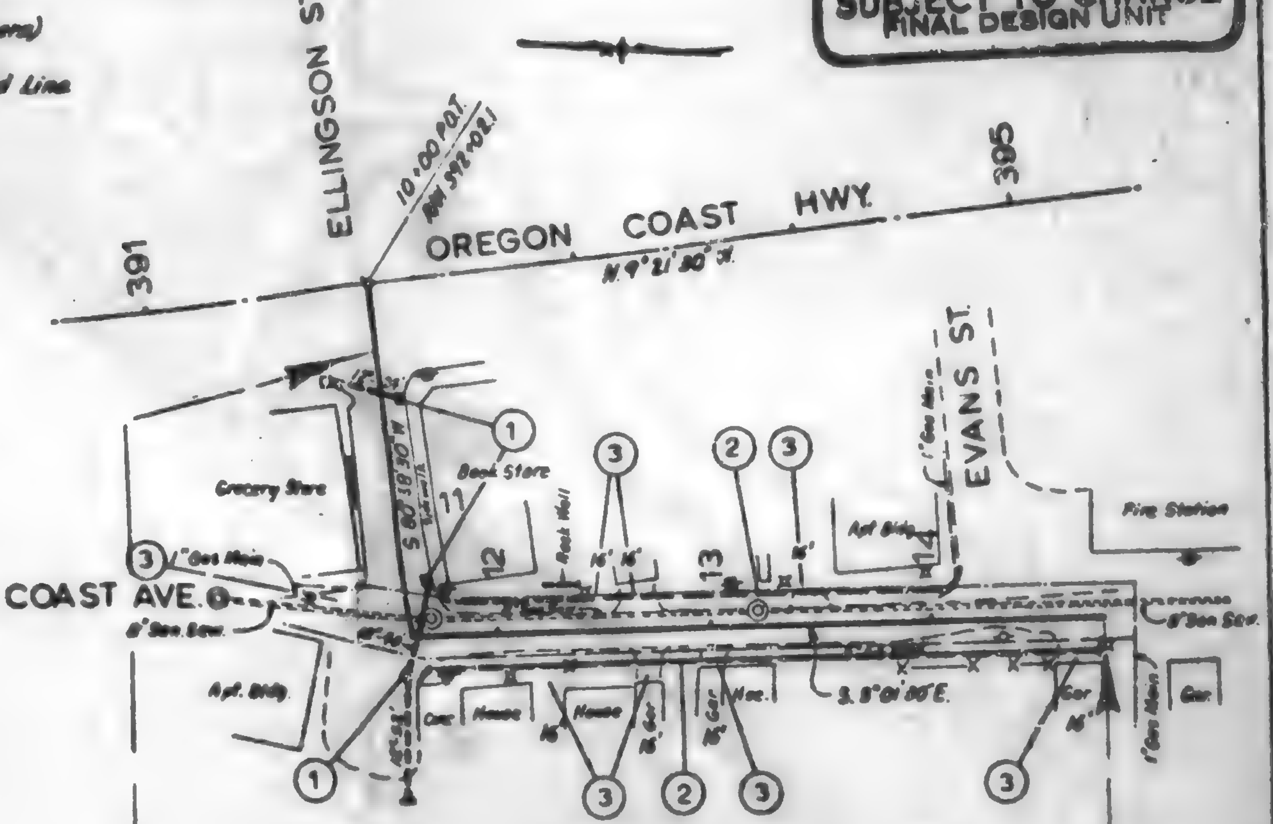
2050	Multilayer Pmt Const.
2051	Drainage Curb
2105	Inlet
2091B	Coupling Bands

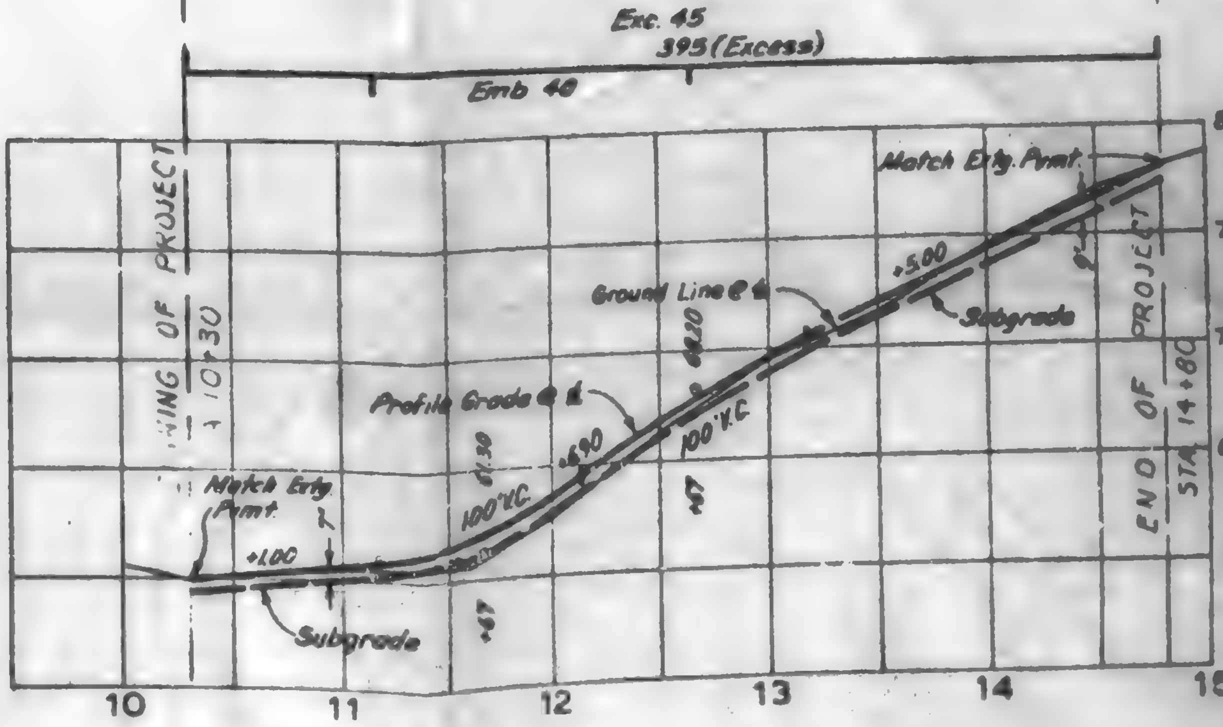

18'
15'
1'
2'
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn.-1½"
Profile
Sl. 0.02'/Ft.
Drain Curb
(Drg. No. 2051)
Backfill (By Others)
Exty. Ground Line

4+80 (Coast Ave.)


15'
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn 1½"
Profile
Sl. 0.02'/Ft.
Exty. Sidewalk
Granular Subgrade

5 (Ellingson St.)


ELLINGSON ST.
10+00 P.O.T.
391
395
OREGON COAST HWY.
N. 9°21'30" W.
EVANS ST.
1" Gas Main
Fire Station
Grocery Store
Book Store
Rock Wall
Apt. Bldg.
11
12
13
14
S. 80°38'30" W.
1
2
3
16'
COAST AVE.
1" Gas Main
8" San. Sew.
Apt. Bldg.
Gar.
House
Mar.
S. 8°01'00" E.
8" San. Sew.



Const. Type "G-1" Inlet - 3 (Total)
(With Special Grate)
Inst. 12" Sewer Pipe - 126' (Total)
Tr. Exc. - 22 C.Y.
(Drg. No. 2105)

Const. Drainage Curb - 560' (Total)
(Drg. No 2051)

Const. Approach - 8 (Total)
(By Others)

PIPE DATA:

12" Sewer Pipe Furnished Shall Be Corrugated (Annular Or Helical) Metal (Aluminum, 0.060" Thick, Uncoated Or Aluminized Iron Or Steel, 0.064" Thick, Uncoated Or Galv. Iron Or Steel 0.064" Thick With Type "A" Coating) Or Class II Reinforced Concrete Pipe.

PRELIMINARY COPY
SUBJECT TO CHANGE

8983

RIGHT OF WAY SECTION
RECEIVED
MAY 15 1979

RECEIVED
921
MAY 14 1979
DISTRICT II
R/W. OFFICE

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section 5-10-79

Subject: Federal Aid Project No. SCA
Project Name Depoe Bay (Ellingson + Coast)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property has been or will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Depoe Bay, Oregon, this 10th day of May, 1979

City of Depoe Bay

CC: DE.Swan
CT Keasey
R. Trigstad

Certified By:

Regional Right-of-Way Supervisor
Date 5-14-79

Mayor

Deborah H. Barnett
City Recorder

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8983

Depoe Bay

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 321-1490

Newport, Ore. 97365

May [illegible] 1979

FROM: C.W. Elroy, Resident Engineer
BY: Richard [illegible]

TO: Duane C. Christensen
Final Design Engineer
SALEM

SUBJECT: S.W. Ellingson St.-S.W.Coast Dr.
(Depoe Bay)
City Street
Lincoln County
Prefix 321-1490

Attention: Corbie Hartle

Attached please find copy of letter from the [redacted] in which they express their desire to construct the backfilling of the completed curbs throughout the project.

Please revise the suggested Special Provisions under Section 203, Excavation and Embankment for roadway's, to be read as follows:

Section 203 - Excavation and Embankment for Roadways

Excavation and Embankment shall be performed in conformance with Section 203 of the Standard Specifications and/or modified as follows:

203.11 - Selection and use of Excavated Materials

Excavated Materials not required for filling or backfilling within the limits of the project will be classed as excess materials and shall become the property of the contractor at the point of excavation and shall be disposed of by him in a manner satisfactory to the engineer.

Versteeg
Anderson
✓ Christensen Don
Olson
Sullivan copy
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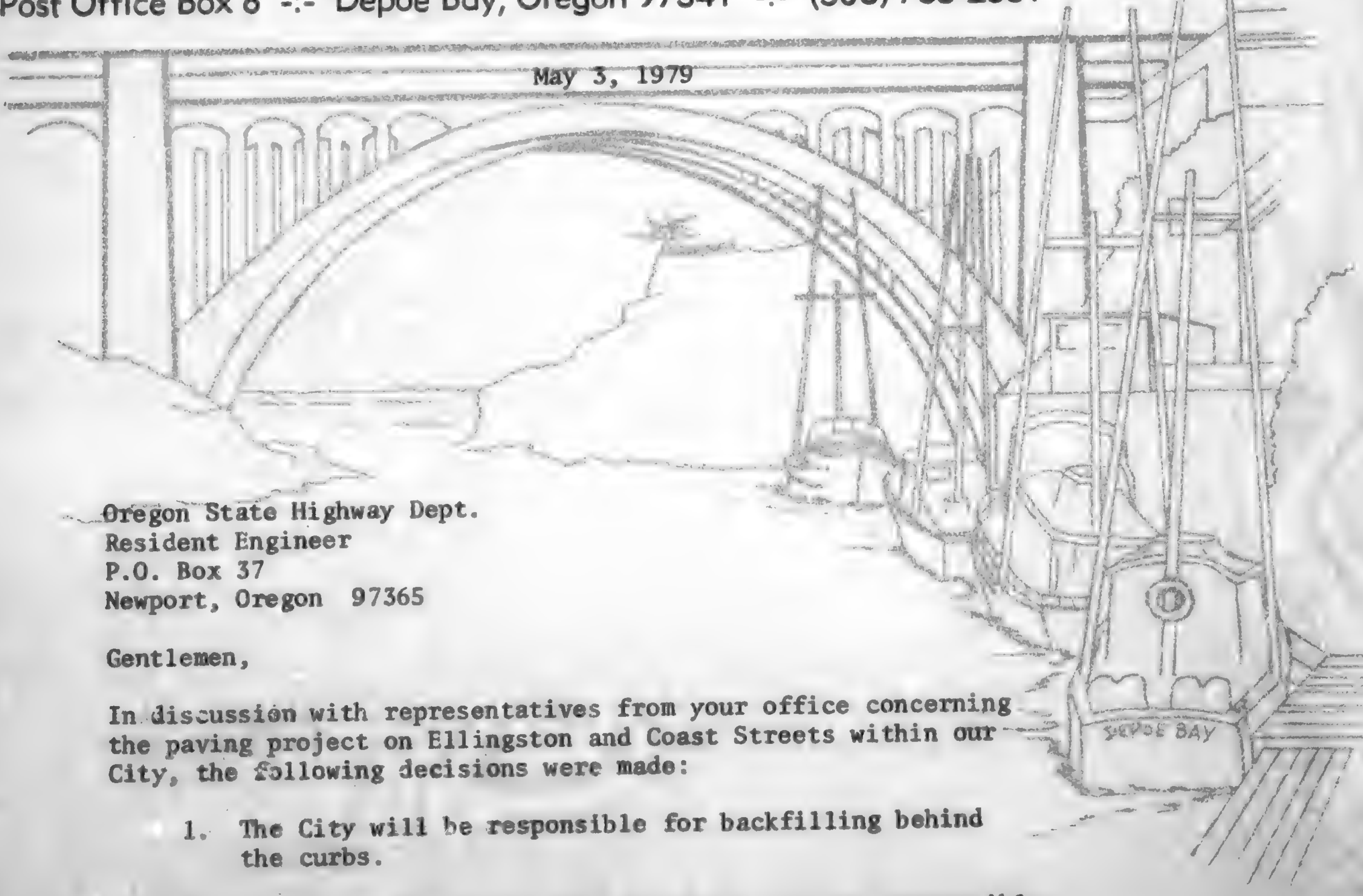
RECEIVED
MAY 09 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

REFERRED TO Don
[illegible]
Bond Sample
Cole Watson
Britton Lee
Moore Dorn
Survey Discuss Do File Copy Dan
BY FINAL DESIGN ENGINEER

CITY of DEPOE BAY

Post Office Box 8 -:- Depoe Bay, Oregon 97341 -:- (503) 765-2361



May 3, 1979

Oregon State Highway Dept.
Resident Engineer
P.O. Box 37
Newport, Oregon 97365

Gentlemen,

In discussion with representatives from your office concerning the paving project on Ellingston and Coast Streets within our City, the following decisions were made:

1. The City will be responsible for backfilling behind the curbs.
2. The City agrees that the Contractor will be responsible for disposal of excess materials from street preparation.

If we can be of further help, please contact our office. Thank you.

Sincerely,

Deborah H Barnett

Deborah H. Barnett, City Recorder
City of Depoe Bay

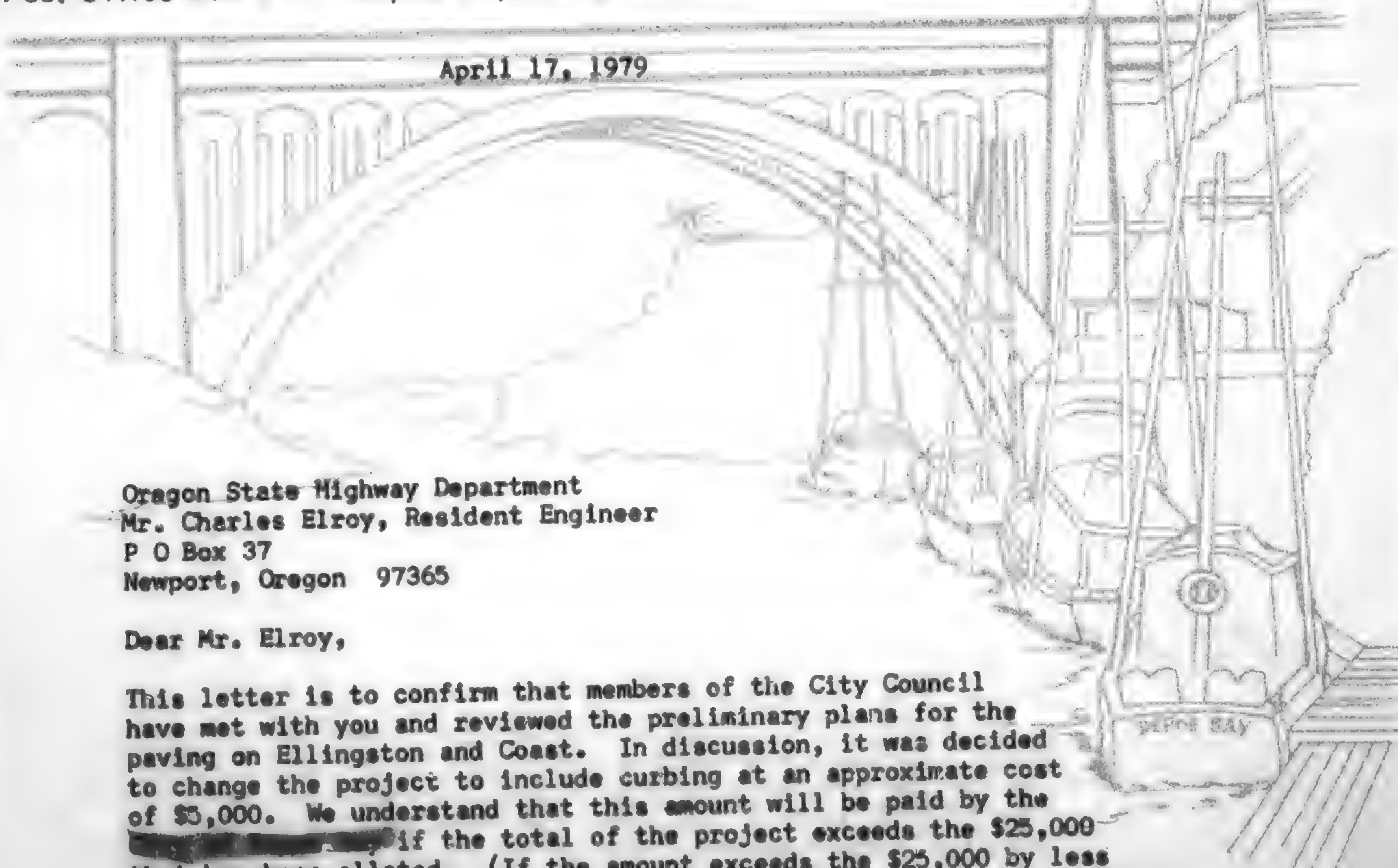
RECEIVED
MAY 8 1979
OFFICE OF
RESIDENT ENGINEER
NEWPORT, OREGON

9783

Depoe Bay

CITY of DEPOE BAY

Post Office Box 8 -:- Depoe Bay, Oregon 97341 -:- (503) 765-2361



April 17, 1979

Oregon State Highway Department
Mr. Charles Elroy, Resident Engineer
P O Box 37
Newport, Oregon 97365

Dear Mr. Elroy,

This letter is to confirm that members of the City Council have met with you and reviewed the preliminary plans for the paving on Ellingston and Coast. In discussion, it was decided to change the project to include curbing at an approximate cost of $5,000. We understand that this amount will be paid by the [redacted] if the total of the project exceeds the $25,000 that has been alloted. (If the amount exceeds the $25,000 by less than this estimated $5,000, we will be responsible only for the excess.)

Thank you for all of your assistance, and if our office can do anything further, please let us know.

Sincerely,

Deborah H. Barnett

Deborah H. Barnett, City Recorder
City of Depoe Bay

RECEIVED
APR 19 1979
OFFICE OF
RESIDENT ENGINEER
NEWPORT, OREGON

Do N
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Bring Up
Action

NOTED
C. W. ELROY

C.C. Region
Stearns
Nelson

Versteeg
Anderson
Christensen
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Cole
Erikson
Hager
Staudenmeyer
Sample
Watson
Leu
[✓ Return] Discuss Do File Copy Due

REFERRED TO
BY FINAL DESIGN ENGINEER

RECEIVED
APR 24 1979
ROAD DESIGN
SECTION

RECEIVED
APR 23 1979
LOCATION
SECTION

RECEIVED
APR 20 1979
RESIDENT ENGR.
R. E. NELSON

8983

LOCATING ENGINEER'S NARRATIVE REPORT

Depoe Bay City Streets

Lincoln County

April 13, 1979

History: S.W. Ellingson St. and S.W. Coast Dr. were dedicated to the Public in 1928 when Sunset Investment Company sub-divided a portion of land lying West of the then named Roosevelt Coast Highway and South from the entrance to Depoe Bay approximately 2200 feet, all being a part of "Breakers Addition To Depoe Bay" in Lincoln County.

Termini: Beginning at the intersection of Highway # 101 and S.W. Ellingson, thence Southwest on Ellingson to S.W. Coast Drive, thence Southerly along S.W. Coast Drive a distsnce of 320/feet to Station 14+80 being the Southerly terminus of the Project.

Purpose: The purpose of this Survey is to prepare plans, Specifications and cost estimate to widen and pave the Subject Streets, under the Special City Allotment Program. Authority for Survey was approved 11-4-78 with Survey work starting in March 1979.

Alignment: The description of the "L" line for this Project is as follows: Commencing at Station 10+30 (which is the Northerly intersection of S.W. Ellingson St. and the shoulder of the Oregon Coast Highway); thence following a bearing of South 80°38½' West on Ellingson Street, a distance of 130 feet to Station 11+60, being the intersection of S.W. Ellingson St. and S.W. Coast Dr.; thence South 3°1½' East a distance of 320 feet to 14+80, being the Southerly terminus of the Project.

The centerline was established from splitting the property corner pins on both sides of the Streets.

Assumed coordinates were used to check the "P" line for a surveying closure within the allowable tolerances for location surveys.

Vertical allignment of Ellingson and Coast Streets are as follows: Ellingson Street rises 1% between the shoulder of Highway 101 and the Intersection with Coast Drive to the West. Coast Drive rises 5% (Using 2 - 100 ft vertical curves) from Ellingson St. to 50 Ft. South of the intersection with Evans Street.

Surfacing Design & Typical Section: No foundation exploration was made by our Region Geologists on this Project. Hand probing for depth of existing aggregates were made by Engineering Construction Crew O&O-39. Material findings of these probes are as follows:

1- Ellingson St. has 12-inches of 2"-0 Aggregate Base Rock lying on a sandy loam sub-grade. This material is well compacted.
2- Coast Drive has only a skim of aggregate Base lying on a well compacted sub-base of sand and clay material.

The City of Depoe Bay feels the underlying sub-base with 9-inches of 1"-0 Aggregate Base is sufficient base material to uphold and maintain 3-inches of Asphaltic Concrete.

Listed below are the Base Designs for each of the City Streets which has City approval:

S.W. Ellingson Street
1- 3-inches of 1"-0 Aggregate Base.
2- 2-inches of Class "C" Asphaltic Concrete Base.
3- 1-inch of Class "C" Asphaltic Concrete Wearing Surface.

S.W. Coast Drive
1- 9-inches of 1"-0 Aggregate Base.
2- 2-inches of Class "C" Asphaltic Concrete Base.
3- 1-inch of Class "C" Asphaltic Concrete Wearing Surface.

Roadway Typical Sections are as listed below:

S.W. Ellingson Street (Station 10+30 to 11+55)

(1) 2-15-foot travel lanes abuting existing sidewalks.

S.W. Coast Drive (Station 11+60 to 14+80)

(1) 2-14-foot travel lanes with two V-bottom drainage ditches.

Drainage: one type G-1 Concrete inlet with Special Grate is to be installed on the S.E. Corner of Ellingson Street at Station 10+52, with 34-lineal feet of 12-inch coated C.M.P. culvert pipe being installed between the G-1 Inlet and the existing Inlet on the N.E. Corner of the Roadway.

~~S.W. Coast Drive will~~ require a V-Bottom ditch ~~on the Easterly~~ and Westerly ~~sides of the Roadway with~~ (2) - type G-1 concrete Inlets with Special Grates installed near the intersection with Ellingson Street. The left Inlet is to be at Station 11+35 and the right Inlet at Station 11+60. Also 40 lineal feet of 12-inch coated C.M.P. Culvert Pipe will be required between these two inlets and 52 lineal feet of coated C.M.P. Culvert outlet pipe from the right inlet at Station 11+60 through the bank on the Ocean Front of Ellingson Street. The Pipe installed will require approximately 75 cubic yards of trench excavation. Culvert pipe under the driveway's on both sides of Coast Drive plus the backfill will be furnished and installed by the City.

Curbs and gutters would have been a better choice for S.W. Coast Drive but the costs were too great for the City to handle at this time. In order to keep the drainage ditches open after construction on S.W. Coast Drive, the City plans to sign the Street for "No Parking."

Material: On the total project there will be 460 cu. yds. of general excavation with 425 cu. yds. being in excess. Excess excavated materials are to be loaded, hauled and dumped in the mandatory waste area which is the dip in S.W. Coast Drive, approximately 250 feet South of the end of the end of the Project. The City will take care of the grading work required to keep the roadway open for traffic.

Surfacing material can be obtained from local commercial sources in Lincoln City and Newport.

Stage Construction: The City of Depoe Bay has granted permission for the contractor to close off S.W. Ellingson during Construction. Barricades and a Detour will have to be provided directing the traffic South to Evans Street. S.W. Coast Drive North to S.W. Ellingson Street will only be open for local resident traffic and will require a sign noting "No Through Traffic". The contractor should also be notified that Coast Drive will have to be constructed under traffic.

Utilities: Listed below are the Utilities we encountered during the Location Survey and which will require some type of adjustment or relocation.

(1) Central Lincoln Public Utilities District.

(2) Northwest Natural Gas Company.

(3) Depoe Bay Telephone Company.

(4) West Coast Cable T.V. Ltd.

(5) Depoe Bay Water District.

(6) Depoe Bay Sanitary Sewer System.

Under the Special City Allotment Agreement, The City Of Depoe Bay shall relocate or reconstruct or cause to be relocated or reconstructed, all privately or public-owned Utility conduits, lines, poles, mains, pipes and all other facilities of every kind and nature where such relocation or reconstruction is made necessary by the plans and the ultimate requirements of the project, at their sole expense, and certify same to the State.

Bicycle/Pedestrian Paths: Existing sidewalks are in place on both sides of S.W. Ellingson Street but no provisions were made to continue walks on S.W.Coast Drive due to the extra expense that would be incurred and the narrowness of the roadway. Special grates are being provided for cyclists safety on the three (3) concrete inlets being installed.

LOCATION COST ESTIMATE

SECTION Depoe Bay S.W. Ellingson & S.W. Coast Dri. UNIT OR PART All Sheet 1 of 1
HIGHWAY City Streets PREFIX 321-1490 COUNTY Lincoln

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1	110	Mobilization	Lump Sum	1.000	(8%)	1,913.00
2	111	Temporary Protection & Direction of Traffic	Lump Sum	1.000	(1.5%)	360.00
3	111.11	Temporary Signs	Sq.Ft.	51.0	6.00	306.00
4	111.11	Temporary Barricades	each	3.0	100.00	300.00
5	203	General Excavation	Cu.Yd.	438.0	5.50	2,409.00
6	304	Aggregate Base 1"-0	Cu.Yd.	766.0	11.00	8,426.00
7	403	Class "C" Asphalt Conc. Mix "Commercial"	Ton	273.0	30.00	8,190.00
8	603	12" A.C. Coated & Galvanized C.M.P.	Lin. Ft.	126.0	12.50	1,575.00
9	604	Type C-1 Inlet W/special grate	each	3.0	550.00	1,650.00
10	613	Drainage Curb	Lin. Ft.	560.0	2.00	1,120.00
		Total for Contract Quantities				26,254.00
		Contingencies (4.5%)				1,181.00
		Engineering (10%)				2,625.00
		TOTAL =				30,060.00

8983

Date 4-5-79 **PROJECT MANAGEMENT OFFICE MEMO**

Subject Dope Bay SCA Request File No. ____

Received (call) (~~visit~~) from Deborah Barnett

Address City Recorder

Made (call) (visit) to ____ Phone ____

Reason for contact and general discussion:

Asked if Coast & Ellingston 1979 Project precluded 1980 consideration. We agreed likely no project approval for 1980 but no objection to application & F Hildebrandt review. She wants application form. sent 5-3-79

Fred – Please send application form and contact & inspect if application submitted.

Signature G Wimer

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8983

2

February 6, 1979

City of Depoe Bay
City Hall
Depoe Bay, OR   97341

Attention: Deborah H. Barnett
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6810

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning improvement of S.W. Ellingson and S.W. Coast Streets in the City of Depoe Bay.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

bkr

Enclosure

bc: Gerald Wimer (agreement attached)

8983

LOCATION PROSPECTUS

Depoe Bay (S.W. Ellingston & S.W. Coast Drive)
City Streets
Lincoln County

November 1978

HIGHWAY: S.W. Ellingston & S.W. Coast Dr. (City Street).

TERMINI: Beginning at the intersection of Highway 101 and SW Ellingston, thence SW on Ellingston to SW Coast Drive, thence southerly along SW Coast Drive to Evans Street.

LENGTH: Overall length 450 feet.

NARRATIVE: The purpose of this survey is to prepare plans, specifications and cost estimate to widen and pave the subject streets, under SCA Programing.

No airports will be affected and drainage is not a problem.

Soils investigation may be required for base design.

CHARACTERISTICS: No ADT is available; the central angle is about 90°.

STANDARDS: Local City Control.

TYPICAL SECTION: A 28 foot paved roadbed has been requested by the City. There will be no curbs or walks.

BRIDGE: Not applicable.

ACCESS: Not applicable.

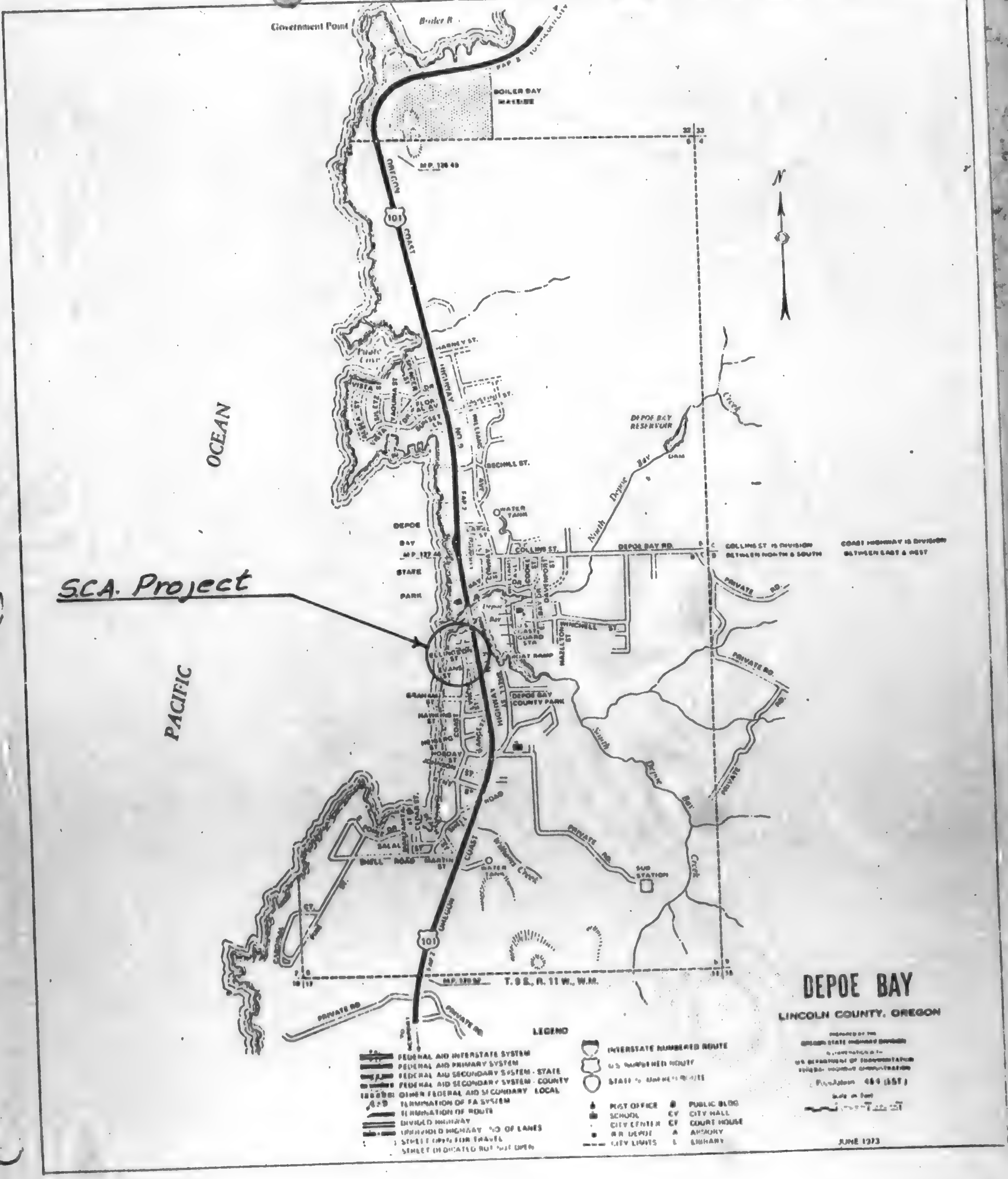
SURFACING: City has suggested a 9" base with 3" of A.C.. Additional communication with the city will be required to determine if this base design has been used successfully in past.

MATERIAL: Available from local sources.

ADDITIONAL FACILITIES: Not applicable.

AGREEMENT: With city required.

PARKS: Not applicable.


Government Point
Boiler B.
BOILER BAY WAYSIDE
OREGON COAST HIGHWAY
101
M.P. 126.40
N
OCEAN
PACIFIC
HARNEY ST.
BECHILL ST.
WATER TANK
DEPOE BAY RESERVOIR
North Depoe Bay Creek
DAM
DEPOE BAY STATE PARK
M.P. 127.44
COLLINS ST.
DEPOE BAY RD.
COLLINS ST. IS DIVISION BETWEEN NORTH & SOUTH
COAST HIGHWAY IS DIVISION BETWEEN EAST & WEST
PRIVATE RD.
S.C.A. Project
WINCHELL ST.
COAST GUARD STA.
BOAT RAMP
DEPOE BAY COUNTY PARK
South Depoe Bay Creek
SHELL ROAD
MARTIN ST.
WATER TANK
SUB STATION
101
M.P. 129.30
T. 9 S., R. 11 W., W.M.
PRIVATE RD.
PRIVATE RD.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET INDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CH CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
DEPOE BAY
LINCOLN COUNTY, OREGON
PREPARED BY THE OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 464 (1971)
Scale in Feet
JUNE 1973

8983 DSC 0001

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Depoe Bay (SW Ellingston & SW Coast Dr.)

Highway City Streets

County Lincoln

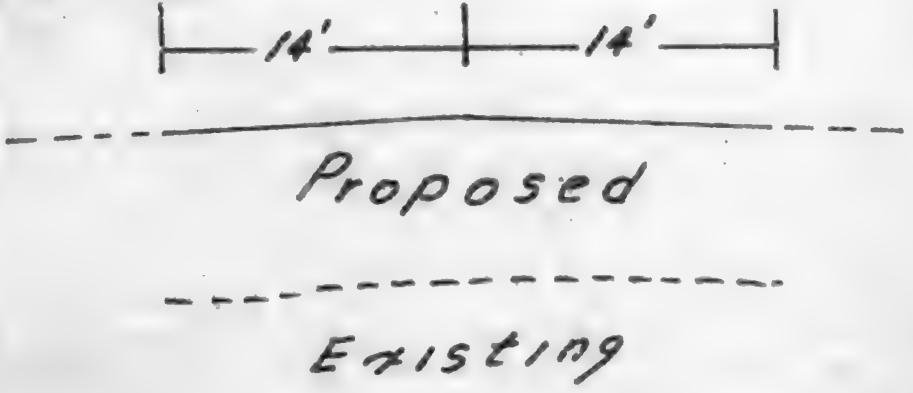
Date November 2, 1978

Authorization No. 1

Survey Prefix 321-1490 (Assigned by Salem office)

Description of termini, route, length, etc.: NE termini is intersection of Pacific Highway and SW Ellingston; southerly termini is the intersection of SW Coast Drive and Evans Street.

Overall length is 450 feet.



Purpose of survey:

Prepare plans, specifications and cost estimate to widen and pave the subject streets.

Estimate of cost:

	Field	901	1,800
	Design	905	500
	Soils	910	500
	Specifications	921	500

SCA

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 3,300

Previous authorization . . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) .

Requests made by:

Richard E. Nelson Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval: Frank E. Penpin

Location Engineer

Approved:

Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

SP*23604-734

8983

STATE OF OREGO[illegible]

INTEROF[illegible]E MEMO

TO: Files

DATE: November 2, 1978

FROM: Fred Hildebrandt
City Coordinator

SUBJECT: City of Depoe Bay
September 19, 1978

I contacted the Mayor, Robert L. Jackson, and William W. Wahl, who will be the next mayor of Depoe Bay. We discussed the project along with Deborah H. Zaenett, the City Recorder. We discussed the project, they decided they would prefer State Administered. The new Mayor, Bill Wahl, will notify me as to whether or not they will want this section curbed after tonights meeting. This is a downtown street on the southside of the bridge, goes between two stores, several residences in the area, and ends up at the Fire Hall. Depce Bay has never had a project before and I would consider this a number 1.

FH:dmc
cc: Region 2

81-125-1387

8983

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

October 25, 1978

Deborah Barnett
City Recorder
PO Box 8
Depoe Bay, OR 97341

Dear Ms. Barnett:

Attached are four copies of the Special City Allotment Agreement for the S.W. Ellingson and S.W. Coast Streets project in Depoe Bay.

Please review the agreement and, if satisfactory, present it to your City Council for their consideration. If approved, have the Council adopt a resolution authorizing the Mayor and Recorder to sign the agreement. Forward three copies of the signed agreement and resolution authorizing the signatures to this office. Retain the extra copy of the agreement for your information. A fully executed copy will be returned for your records.

Sincerely,

Phillip O. Stearns
Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

POS/gl
attachments
cc: D. H. Moehring

8983

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PMS-V2                    PROJECT INSTANT REPORT

PREFIX NO:DSC0001  F.A. PROJECT NO.                          DATE:250CT78

SECTION:DEPOE BAY (S.W.ELLINGSON ST. & COAST AVE. S.W.)
HIGHWAY:CITY STS.                               MILE POST:          LNG:    .1
COUNTY:LINCOLN               DISTRICT: 04 REGION:2  URBAN/RURAL AREA:R
CITY:DEPOE BAY

PROGRESS:
  COMMISSION ADOPTION:         240CT78             STAGE OF ENGR:PSEDOC
  ASSESS. CATEGORY:                               ENGR BY OTHERS:
  A-95 STATUS:

  ANNUAL PROGRAM ITEM NO.                        FHWA PROG. APPR:
  P.E. AUTHORIZATION:
  R/W AUTHORIZATION:

STATUS:                                         PROGRESS:
  RECONNAISSANCE:              N/A                MONTH:
  DRAFT E.I.S.                 N/A              STATUS:  INCL
  CORR. APPR.,FINAL E.I.S.     N/A
  FIELD SURVEY:
  PRE-DESIGN/DRAFT E.I.S.      N/A
  DESIGN APPR.,FINAL E.I.S.    N/A
  R-W DESCRIPT:                N/A
  R/W ACQUISITION:             N/A
  PSE DOCUMENTATION:
  STOP-DATE:

ESTIMATES:
  PRE. ENGR:
  R/W:                         WORK: BASE AND PAVE
  CONST:         23,000

PROGRAMING:                                     EST. COMPL. DATE:
  YEAR PAST:                                             CONTROL:
  CURRENT PROG:                                     LETTING DATE:
  FUNDING     :SPECIAL CITY ALLOTMENT
```

8983

October 24, 1978

City of Depoe Bay
P. O. Box 8
Depoe Bay, Oregon 97341

Attn: Deborah H. Barnett
City Recorder

Dear Ms. Barnett:

Your proposed project on Ellingston St. and Coast Drive, was submitted and approved by the Transportation Commission for construction in 1979 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $23,245 with the State contributing $23,245.

Very truly yours,

ORIGINAL SIGNED BY
G. W. WIMER
Gerald W. Wimer
Local Government Manager

FFH:dmc
CC Reg 2

8983

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

Prelim Pr. 10/4/78

8

City: DEPOE BAY Date ______ Div. 2
Population: 1973: – 1978: 520
Street: SW Ellingson + SW Coast

No. of Previous Projects 0
Last Project 0 (Year)
Total SCA Funds $ 0
Funds/Capita $ 0
Average/Capita $ 44.95

EXISTING

Surface Now in Place: A. C. ____ Oil ____ Gravel ✓ Concrete ____
Surface Width: 20 Ft. Shoulder-to-Shoulder Width: ____ Ft.
Curb-to-Curb Width: ____ Ft. Right-of-Way Width: ____ Ft.
Remarks:

PROPOSED

Surfacing: A. C. ✓ Oil ____ Other ____
Pavement Width: ____ Ft. Shoulder Width: ____ Ft. C-C Width: 28 Ft.
BASE DESIGN: A. C.: 3 in. Leveling: ____ in. Base: 9 in.
Lime T.S.G.: ____ Blanket: ____ P.M.B.B.: ____ in.
Length: ____ Mile, 450 Ft. Type Curb: ____
Remarks:

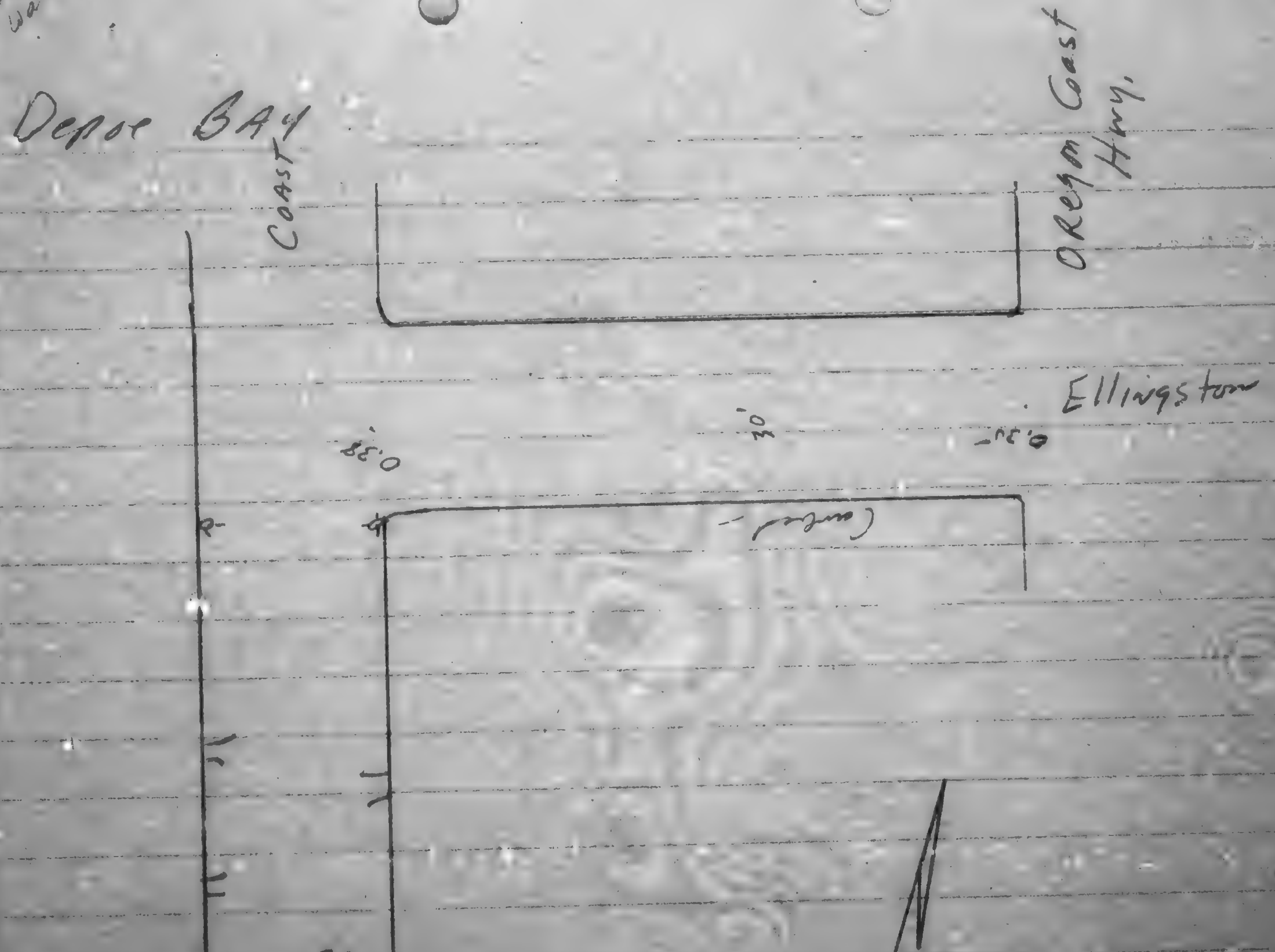
ESTIMATE

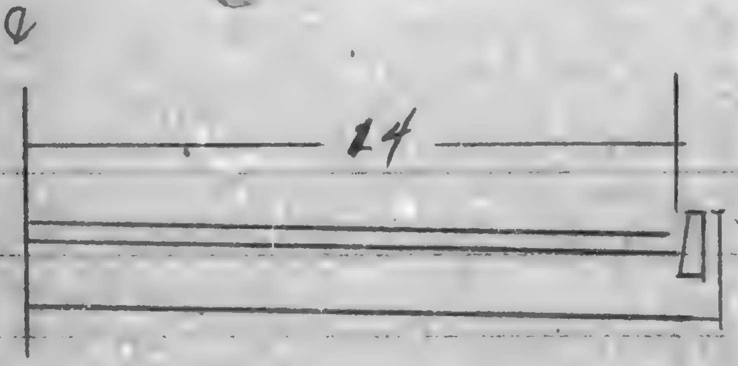
	Unit	Gross*	Price	Amount
MOBILIZATION	ALL	$ 8%	$	$ 1400
TEMP. PROT. & DIRECT TRAFFIC	ALL	3%		529
GENERAL EXCAVATION	CU. YD.	550	5^{00}	2750
1"-0 AGGR. BASE 9" DEEP	SQ. YD.	1650	4^{25}	6996
CEMENT TREATED SUBGRADE	CU. YD.			
CEMENT IN TREATMENT	TON			
CLASS "C" AC 3 DEEP	SQ. YD.	1540	5^{00}	7700
CONCRETE INLETS	EACH			
CONCRETE CURBS	LIN. FT.			
CONCRETE WALKS	SQ. YD.			
CONCRETE DRIVEWAYS	SQ. FT.			
____ INCH SEWER PIPE	LIN. FT.			
____ INCH CULVERT PIPE	LIN. FT.			
ADJUST MANHOLES	EACH			

TOTAL	$ 19370
Permanent Signing ($100 per Intersection)	
Flagging 160 Hrs	~~3,120.00~~
TOTAL	$ 19,370
Engineering and Contingencies (20%)	3875
TOTAL	$
City's Estimated Share of Survey	$
TOTAL ESTIMATED COST	$ 23,245

*Items include 10% allowance.

311 wahl.


Depoe BAY
COAST
Oregon Coast Hwy.
Ellingston
0.38'
30'
0.35'
Curbed -
34'
EVANS
0.43
F.H.



GRADING

$\frac{30 \times 450 \times 1}{27} \times 1.10 =$ 550 Cu. yd.

Surfacing

$\frac{30 \times 450}{9} \times 1.10 =$ 1650 Sq yd.

Paving

$\frac{28 \times 450}{9} \times 1.10 =$ 1540 Sq yd.

Curbs - $450 \times 2 =$ 900 Lin ft.

Coast + Ellingsworth
looking
East.

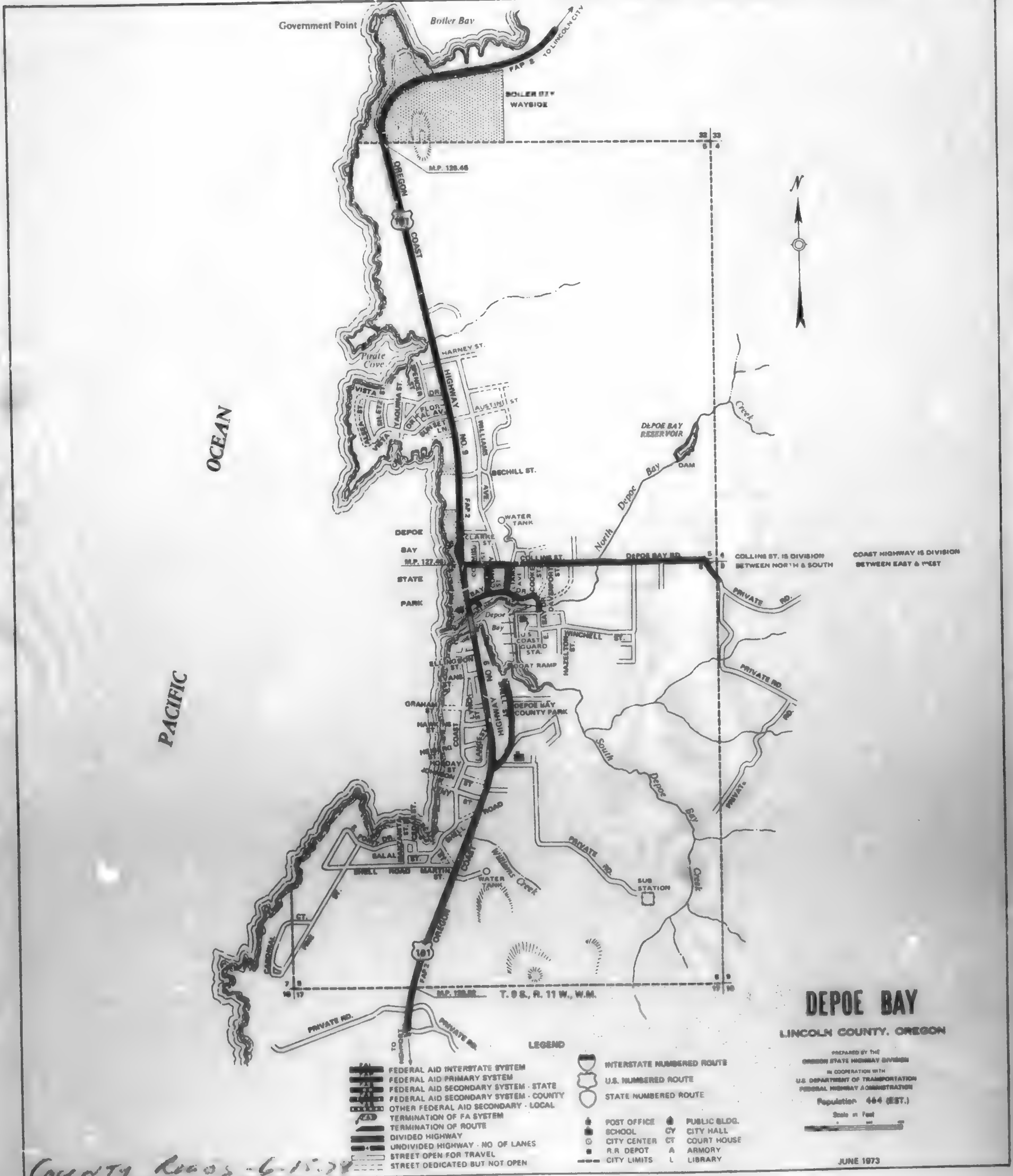
Coast + Ellingsworth
looking
South.

Coast + Ellingsworth
looking East -

Coast + Ellingsworth
looking
East.

Coast & Ellingsworth
looking South.

Coast + Ellingsworth
looking
South.


Government Point
Boiler Bay
FAP 2 TO LINCOLN CITY
BOILER BAY WAYSIDE
M.P. 126.46
OREGON
101
COAST
N
Pirate Cove
HARNEY ST.
VISTA
AUSTIN ST.
HIGHWAY
NO. 9
WILLIAMS
BECHILL ST.
AVE.
FAP 2
WATER TANK
OCEAN
PACIFIC
DEPOE BAY RESERVOIR
DAM
Creek
North Depoe Bay
DEPOE BAY STATE PARK
M.P. 127.40
CLARKE ST.
COLLINS ST.
DEPOE BAY RD.
COLLINS ST. IS DIVISION BETWEEN NORTH & SOUTH
COAST HIGHWAY IS DIVISION BETWEEN EAST & WEST
PRIVATE RD.
Depoe Bay
U.S. COAST GUARD STA.
WINCHELL ST.
BOAT RAMP
ELLINGSON
GRAHAM
DEPOE BAY COUNTY PARK
South Depoe Bay Creek
PRIVATE RD.
SALAL ST.
SHELL ROAD
WATER TANK
Williams Creek
SUB STATION
101
FAP 2
M.P. 128.88
T. 9 S., R. 11 W., W.M.
PRIVATE RD.
PRIVATE RD.
TO
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
Scale in Feet

DEPOE BAY

LINCOLN COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 464 (EST.)

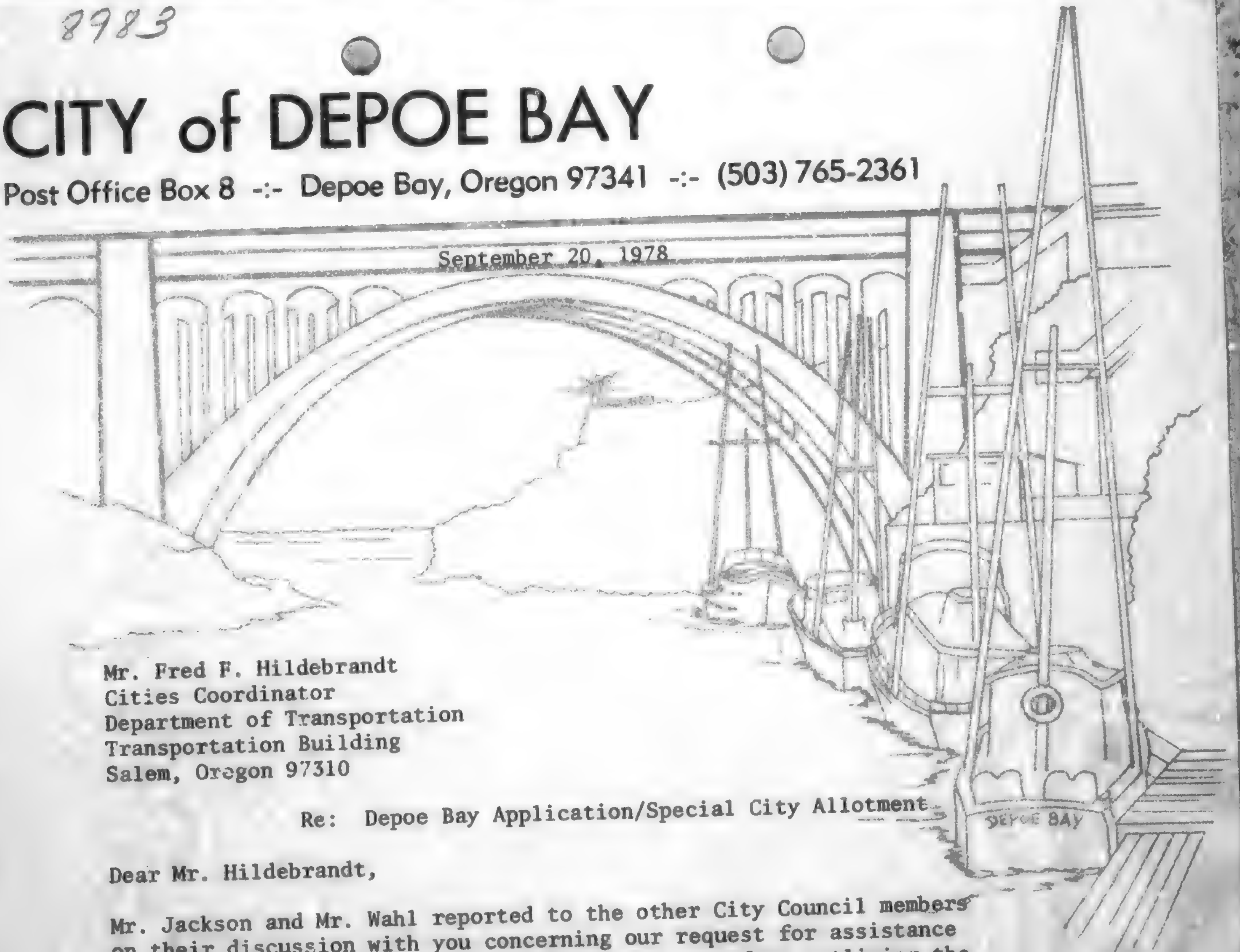
JUNE 1973

County Roads - 6-15-78
Previous Projects

8983

CITY of DEPOE BAY

Post Office Box 8 -:- Depoe Bay, Oregon 97341 -:- (503) 765-2361



September 20, 1978

Mr. Fred F. Hildebrandt
Cities Coordinator
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Depoe Bay Application/Special City Allotment

Dear Mr. Hildebrandt,

Mr. Jackson and Mr. Wahl reported to the other City Council members on their discussion with you concerning our request for assistance with the paving of Ellingston and Coast Drive. After outlining the options available, it was the decision of the council to recommend lowering the level of the street and specifying no curbs.

If you need further information for your report, or if we can be of assistance, please contact our office.

It was a pleasure to have met with you and we are, of course, hoping to have this project accepted. Thank you for your time.

Sincerely,

Deborah H. Barnett

Deborah H. Barnett, City Recorder
City of Depoe Bay

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
SEP 22 1978
File: PM FA
TAA Hildebrandt LG OP

8983

CON 2

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL D/OR AUTHORIZAT N

FEDERAL AID PROJECT NO. SOS-2101(1)

ST PROJECT NO. see below

COUNTY NAME Lincoln

PROGRAM NO.

ITEM NO. 80189

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

8-17-78

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-17-78

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION: Coast Drive and Port Dr. (Depoe Bay) Sect.

#8969

GENERAL DESCRIPTION OF WORK: Consultant Agreement.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Consultant Agreement
Kraus & Dalke TEC NTE $15,000 -
F.F. $12,870

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Wimer's June 15, 1978 letter, I approve the Consultant Agreement with Kraus and Dalke to perform preliminary engineering services for a lump sum amount of $6,000 and construction engineering at TEC NTE $9,000 which includes a fixed fee of $1,000.

An approved copy of the agreement is returned herewith.

NOTED
F. B. KLABOE

[illegible] 9-78

DATE 8-17-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—620-787

8983

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL D/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
SOS-2101(1)

ST ROJECT NO.
See below

COUNTY NAME
Lincoln

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon
7-7-78

PROGRAM NO.

ITEM NO. 80189

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
Sale,m, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 7/7/78	FEDERAL ROUTE NUMBER Non-Federal-aid STATE ROUTE NUMBER City Street

GENERAL LOCATION:
#8969
Coast Drive and Port Dr. (Depoe Bay) Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC NTE $6,000, FF $5,140
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's letter of 6/26/76, paragraph 3(1) you are authorized to proceed with all phases of Preliminary Engineering.

Construction is not being authorized at this time as the 70' curbed section for Port Drive is unacceptable. The cross section for Port Drive must be consistent with that of Bay Street which provides access to Port Drive.

DATE 7/7/78	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8983

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUN 12 1978
RP
TAA Hillebrandt File: PM FA
LG OP

Check against SOS project limits

SPECIAL CITIES ALLOTMENT

RESOLUTION

2-6-78

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Depoe Bay is an incorporated city of the State of Oregon and has a population of 550 as given by the latest official census; and

WHEREAS, the following streets of said city, Ellingson Street SW and Coast Avenue SW

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

4. That the City of Depoe Bay does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Robert L. Jackson, Mayor as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 16th day of January, 1978.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Depoe Bay at a regular or special meeting of said Council, held on the 16th day of January, 1978, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 6th day of February, 1978.

Lora E. Briggs
City Recorder

SPECIAL CITY ALLOTMENT
APPLICATION

PROJECT DATA:

CITY OF Depoe Bay Date June 1, 1978

To be financed by Special City Allotment Fund and necessary city funds.

Street name S.W. Ellingson Street & S.W. Coast Drive
(Locate project on attached map)

Project length 450 feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: ______ feet

width of shoulders: ______ feet

Curbed section; width curb to curb: 28 feet

Has city established grade on street? Yes ____ No X
(If yes, please include copy of data)

Please indicate site for disposal of excess excavated material: Property located on the East side of Hwy. 101 opposite the intersection of Hawkins Street.

X Can street be closed during construction? Yes

EXISTING STREET SECTION:

Surface now in place: Oil ____ Paving ____ Gravel X

Present surface width: 20-28 feet

Give width of intersecting streets: 60 feet

Are intersecting streets curbed? Yes X No ____

Remarks Hwy. 101

CONCRETE CURBS:

To be constructed as part of project? Yes X No ____

Now in place? Yes ____ No X

Width between present curbs: 28 feet

Length of desired radius on curb returns: 12 feet

Does city desire special type of curbs? Yes ____ No X

Explain: ______

SIDEWALKS:

Are sidewalks to be constructed as part of project? Yes ____ No X

Width of sidewalks to be constructed: NA feet

Give: Length to be constructed and On which side of street

_____ feet N.____ S.______ E.______ W.____

_____ feet N.____ S.______ E.______ W.____

Distance between present sidewalks: 28 feet

Is utility strip required? Yes ____ No X ; Width: _____ feet

Remarks ______________________________

STORM SEWERS

To be constructed as part of project? Yes _____ no X

Now in place? Yes ______ No X

If yes, are they adequate for increased flow? Yes _____ No X

Indicate depth of main lines from present surface: _______ feet

(Show location of outfall on city map)

SANITARY SEWERS (City to adjust if required)

Now in place? Yes X No _____

If yes, indicate depth of sewers from present surface: 6-8 feet

Remarks ______________________________

WATER MAINS: (City to adjust if required)

Now in place? Yes X No _____

If yes, how deep from present surface? 2-1/2 feet

Remarks ______________________________

DRIVEWAYS:

To be constructed as part of project? Yes ____ No X

How many? 0

Must driveways be Portland cement to comply with city code? Yes ____ No ____

Is there a city ordinance specifying width and number of driveways permitted?
Yes ____ No ____ (if yes, please include copy of ordinance)

Remarks 3 driveway cuts required; driveway aprons are property owners responsibility.

FRANCHISED UTILITIES: (City is to arrange for any required adjustment)

Gas lines? Yes X No ____

Electric Poles? Yes X No ____

Which company? Central Lincoln P.U.D.

Telephone poles? Yes ____ No X

Which company? ____

Railroad tracks? Yes ____ No X

Which company? ____

Is crossing presently protected by automatic railroad signals?
Yes NA No ____

Remarks ____

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required

Width of present right-of-way: 36-40 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

GENERAL INFORMATION:

Are city finances available? Yes X No ______

When available? Date July 1, 1978

Has city established grade on street? Yes ______ No X
(If yes, please include copy of data)

Please indicate site for disposal of excess excavated material:

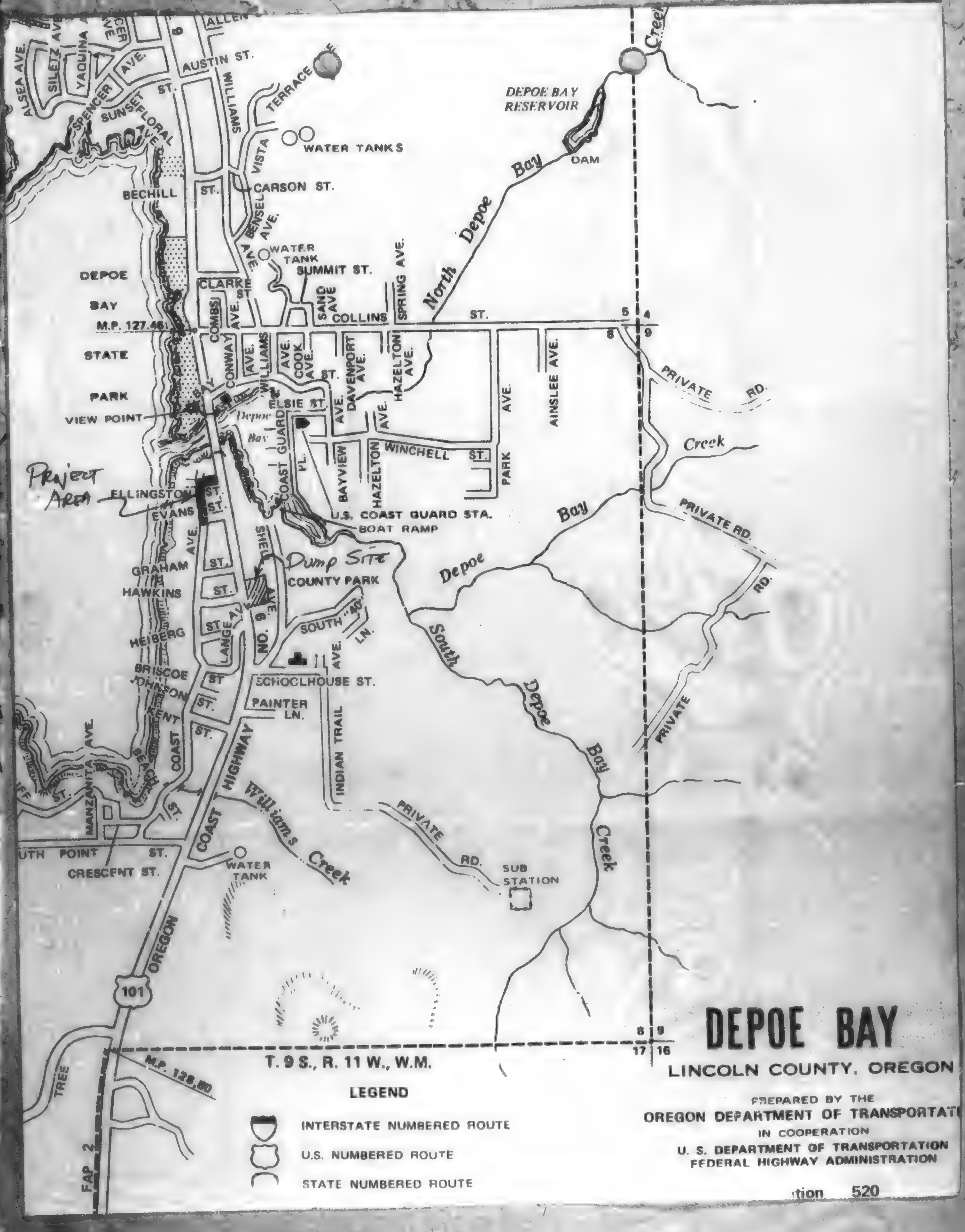
Property located on the East side of Hwy. 101 opposite the intersection of Hawkins Street.

General remarks: The City wishes to retain a private consultant to provide engineering services.

By Robert Jackson
Mayor

By Deborah H.
City Recorder or City Manager

By ______
City Engineer


ALSEA AVE.
SILETZ AVE.
YAQUINA
ALLEN
AUSTIN ST.
SPENCER AVE.
SUNSET ST.
FLORAL AVE.
WILLIAMS
TERRACE
VISTA
WATER TANKS
DEPOE BAY RESERVOIR
DAM
North Depoe Bay
Creek
BECHILL
ST.
CARSON ST.
BENSEL AVE.
AVE.
WATER TANK
SUMMIT ST.
SPRING AVE.
DEPOE BAY STATE PARK
CLARKE ST.
COMBS
SAND AVE
COLLINS ST.
M.P. 127.46
CONWAY AVE.
WILLIAMS AVE.
COOK AVE.
DAVENPORT AVE.
HAZELTON AVE.
PARK AVE.
AINSLEE AVE.
PRIVATE RD.
VIEW POINT
ELSIE ST.
Depoe Bay
COAST GUARD PL.
BAYVIEW
HAZELTON
WINCHELL ST.
PARK
Creek
Project Area
ELLINGSTON ST.
EVANS ST.
U.S. COAST GUARD STA.
BOAT RAMP
Bay
PRIVATE RD.
SHELL
Dump Site
COUNTY PARK
GRAHAM ST.
HAWKINS ST.
Depoe
RD.
HEIBERG ST
LANGE AVE
NO. 9
SOUTH "A"
SOUTH
LN.
BRISCOE ST
JOHNSON ST.
SCHOOLHOUSE ST.
PAINTER LN.
INDIAN TRAIL AVE.
KENT
COAST ST.
South Depoe Bay Creek
PRIVATE
MANZANITA AVE.
BEACH
ST.
COAST HIGHWAY
Williams Creek
PRIVATE RD.
SUB STATION
SOUTH POINT ST.
CRESCENT ST.
WATER TANK
OREGON COAST HIGHWAY
101
TREE
FAP 2
M.P. 128.80
5 4
8 9
8 9
17 16
T. 9 S., R. 11 W., W.M.
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
DEPOE BAY
LINCOLN COUNTY, OREGON
PREPARED BY THE
OREGON DEPARTMENT OF TRANSPORTATI
IN COOPERATION
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
tion 520

8983

DATE: December 1, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Fiscal Year 1978 SOS-R Fund Allocation
Proposed Safer Off-System Roads Projects

On the consent calendar for the December 15 meeting will be a tabulation showing the distribution of fiscal year 1978 Safer Off-System Roads funds. The allocation has been computed in accordance with the federal requirements and a formula developed in cooperation with the League of Oregon Cities and the Association of Oregon Counties.

Also on the consent calendar will be twenty-five requests for approval of SOS-R projects. These projects are divided into three groups and are summarized as follows:

GROUP I-PORTLAND URBANIZED AREAS

Nine requests totaling $395,900 have been received for projects in the Portland Urbanized Area. City of Portland is requesting seven projects totaling $250,500, Tualatin's request is for a $70,400 project, and Multnomah County is requesting a $75,000 project.

GROUP II-CITIES UNDER 50,000 POPULATION

Requests totaling $672,000 have been received for projects in eight cities. Cave Junction's request is for a $75,000 project, Depoe Bay - $75,000, Florence - $75,000, Harmiston - $170,000, Rainer - $50,000, Rogue River - $114,000, Sweet Home - $38,000, and Veneta - $75,000.

GROUP III-COUNTIES, ROAD DISTRICTS, & INDIAN RESERVATIONS

Eight requests totaling $1,465,000 have been received from various counties for projects. Baker County is requesting a $134,000 project, Clackamas County - $251,000, Columbia County - $250,000, Douglas County - $270,000, Harney County - $103,000, Klamath County - $165,000, Morrow County - $102,000, and Union County - $190,000.

Federal Safer Off-System Roads funds for these projects are estimated at $2,044,990, with the local entities of government providing approximately $487,910 in match funds.

These projects have been reviewed, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Att.
GEZ:lml

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
John Sheldrake
A. Shirley, Jr.
C. H. Williams
W. E. Schwartz
D. N. Harvell
George Bell

CITY OF DEPOE BAY
Proposed Off-System Project

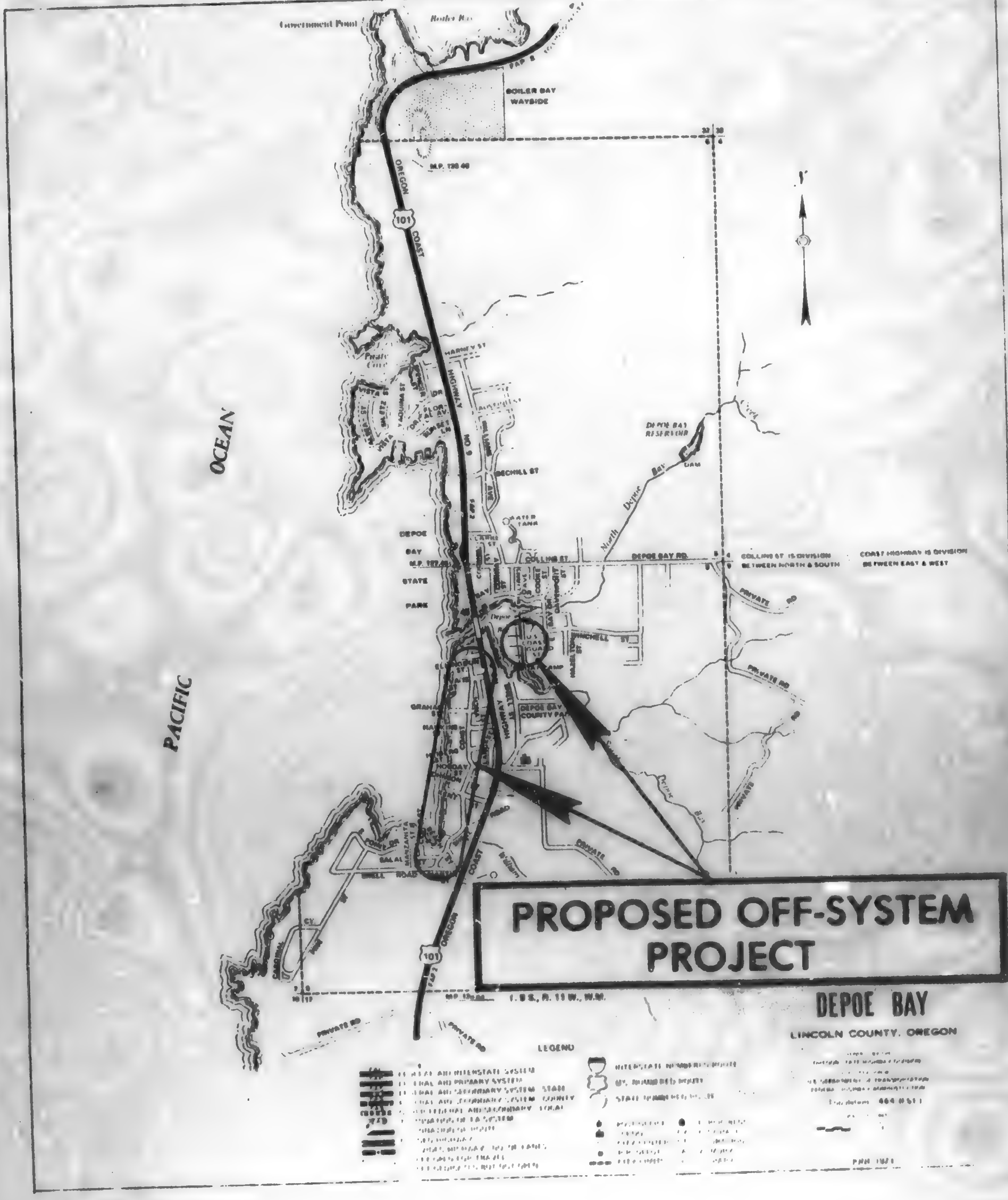
#8969

Coast Drive and Port Drive (Depoe Bay) Section
Grade, Drain and Pave
0.58 mile
$75,000

This project consists of reconstructing Coast Drive and Port Drive to provide all-weather streets and to improve access to the city's harbor facilities.

City intends to engage the services of a consultant to accomplish the preliminary and construction engineering.

77-b
12/1/77


Government Point
Boiler Bay
BOILER BAY WAYSIDE
OREGON COAST 101
OCEAN
PACIFIC
HARNEY ST
Pirate Cove
YAQUINA ST
BECHILL ST
WATER TANK
DEPOE BAY RESERVOIR
North Depoe Bay
DAM
DEPOE BAY STATE PARK
COLLINS ST
DEPOE BAY RD.
COLLINS ST. IS DIVISION BETWEEN NORTH & SOUTH
COAST HIGHWAY IS DIVISION BETWEEN EAST & WEST
PRIVATE RD
SUNSET ST
DEPOE BAY COUNTY PARK
MANZANITA
SALAL
SHELL ROAD
T. 9 S., R. 11 W., W.M.
PRIVATE RD
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
DEPOE BAY
LINCOLN COUNTY, OREGON

PROPOSED OFF-SYSTEM PROJECT

1979 Columbia County Line- 8984
Buxton Sec.-Nehalem Hwy. N.W.
of Portland. (Pav.)

1984.

2

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

2-6-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Superior Asphalt & Concrete Co., No. 8925	Lone Rock Jct.-Rock Creek, Gilliam County	January 3, 1980
Superior Asphalt & Concrete Co., No. 8953	Shaniko-The Dalles/Calif. Hwy., Wasco County	January 3, 1980
M & F Building, No. 8968	Brookings (Wharf St.), Curry County	January 7, 1980
St. Helens Paving, Inc., No. 8984	Columbia County Line-Buxton, Washington Co.	January 7, 1980
Willamette-Western Corp., No. 8788	Monitor Road Junction Project, Marion County	January 9, 1980
North Santiam Paving Co., No. 9010	Shaff Rd.-W. Washington St. (Stayton), Marion Co.	January 14, 1980
Ausland Const., Inc. No. 8845	Grandview Ave. @ Cloverlawn Dr. (Grants Pass Vicinity) Josephine County	January 14, 1980
Bomac Construction, Inc., No. 8876	Jantzen Beach Information Center, Multnomah County	January 17, 1980
Don Haisch Const. Co., No. 8988	Jantzen Beach Information Center, Multnomah County	January 17, 1980
North Santiam Sand & Gravel, Inc., No. 8885	Power Line-China Hollow Creek, Sherman County	January 18, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Construction, No. 8726	Upper Calapooia River Bridge, Linn County	January 22, 1980
Baker Redi-Mix, Inc., No. 8906	Auburn Ave. & Washington Ave. (Baker), Baker County	January 22, 1980
R. L. Coats, No. 8926	Madras/Prineville Hwy.-Culver Hwy., Jefferson Co.	January 23, 1980
Olson Electric Co., Inc., No. 8792	Hermiston Ave. @ SW Highland Ave. (Hermiston), Umatilla County	January 24, 1980
Morse Bros., Inc., No. 8833	6th, 8th & Quincy Sts. (Harrisburg), Linn County	January 30, 1980
Babler Bros., Inc., No. 8863	Del Rey Beach Access Rd.-Neawanna Creek, Clatsop County	January 30, 1980
Columbia West Matls. & Constructors, No. 8967	D St. - F St. (Rainier), Columbia County	January 30, 1980
Roy L. Houck Const. Co., No. 8795	Millican Creek (Lafayette), Yamhill County	January 30, 1980
Porter W. Yett Co., No. 8996	Troutdale (SW 7th St.), Multnomah County	January 30, 1980
Gervais Construction Co., No. 8807	Lone Tree Bar State Park, Marion and Yamhill Counties	February 5, 1980

February 6, 1980

H. S. Coulter, State Highway Engineer

8984

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NARRATIVE REPORT

Columbia County Line - Buxton Sec.
Nehalem Highway Washington County
Prefix: 134-1140 Contract: 8984
State Project

This was a state project awarded to St. Helens Paving, Inc. on July 17, 1979 for the amount of $251,740.00. The contractor started work on September sixth and completed the project on October twelfth. The specified completion time limit was 80 calendar days, with 75 being used.

The project consisted of a two inch overlay, plus the leveling of six miles of twenty-two foot wide roadway. Also, the placing of aggregate shoulder material was included within the project.

St. Helens Paving Co. encountered numerous problems with their mixing plant as well as having difficulty in producing mix within the mix design tollerance (the plant used had recently been purchased and erected prior to commencement of this work). St. Helens struggled along for about two weeks supplementing their material by purchasing material from Cascade Construction while continuing to make adjustments. By this time the leveling course had been completed, and the contractor was informed that for the actual overlay they could not continue using material from two seperate sources. With the problems they were encountering with their own plant (with little success in correction) St. Helens Paving elected to purchase their mix from Cascade Construction to complete the project. The failing mix represented approximately five percent of the total mix used. A price agreement was written in the amount of $608.95 for price reduction of non-specification compaction of the asphalt concrete pavement.

There was a considerable overrun of the aggregate shoulder rock, due to the irregularity of the existing shoulder. This is not uncommon for a road of this type.

This project was completed with an underrun of ten percent. It is not anticipated, at this time, that the contractor will be submitting any claims against this project.

102

STATEMENT OF OVER/UNDERRUNS

Columbia County Line-Buxton
Nehalem Hwy
Washington County
Contract: 8984 Prefix: 134-1140

Item	Unit	Original	Semi-final	%(+or-)
SUMMARY				
Bid Items	$	251,719.50	243,352.89	- 3
Anticipated Items	$	8,800.00	0.00	- 100
Contingencies	$	11,724.30	0.00	- 100
Engineering	$	23,448.60	6,000.00	- 74
PA #1 and #2	$	0.00	0.00	0
Total	$	295,692.40	249,352.89	- 16

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

B.I. 3 Aggregate Shoulders $ 6,979.50 14,922.32 + 113

The overlaying caused an irregularity in pavement depth at the edge, precipitating using additional shoulder rock to ensure a safe driving environment.

B.I. 4 Asphalt Cement in Mixture 70,300.00 54,050.25 - 23

The original quantity represented an asphalt content of nearly 6.5% as opposed to a mix design of only 5.1% asphalt. Consequently the actual asphalt in mix quantity is substanially lower than planned.

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#8984

January 9, 1980

Fireman's Fund Insurance Company
Fidelity & Surety Department
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 3
Contract #8984

Gentlemen:

Contract No. 8984 awarded to St. Helens Paving, Inc. for paving on the Columbia County Line-Buxton Section of the Nehalem Highway in Washington County was completed on October 12, 1979, and accepted by the State Highway Engineer on January 7, 1980.

Final payment in the amount of $11,838.21 will be released to the contractor after January 14, 1980. The total contract amount is $248,858.54, and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: St. Helens Paving, Inc.
P. O. Box 154
St. Helens, OR 97051

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

6381

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Columbia County Line - Buxton

WEEK ENDING: 12-1-79

SECTION PREFIX: 134-1140

HIGHWAY: Nehalem

COUNTY: Washington

NAME OF JOB: Columbia Co. Line - Buxton

KIND OF WORK: Paving

CONTRACTOR: St. Helens Paving, Inc.

CONTRACT NUMBER: 8984

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 7/17/79

DATE WORK STARTED: 9/6/79

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 80 CWD

CALENDAR DAYS USED: 75

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 94

PROJECT AUTHORIZATION: $ 295,712.90

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 272,264.30

ENGINEERING AUTHORIZATION: $ 23,448.60

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 254,500.00

ENGINEERING COST TO DATE: $ 5,760.00

DATE PROJECT WAS COMPLETED: 10-12-79

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 6 %

PERCENT OF AUTHORIZATION: 25 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	B-Mix 100	OIL AND/OR PAVE.	MAT'L. PROD.		
				Paving	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				6.01				
MILES PARTIALLY COMPLETED								
MILES COMPLETED				6.01				
TOTAL ESTIMATED QUANTITIES (CONTRACT)				11,400				
TOTAL QUANTITIES CORRECTED TO DATE				11,409				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				11,409				
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25	Cloudy	0		
MONDAY 26	"	0		
TUESDAY 27	Fair	0		
WEDNESDAY 28	Cloudy	0		
THURSDAY 29	"	0		
FRIDAY 30	"	0		
SATURDAY 1	"	0		

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CONSTRUCTION BRANCH

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Jackmond
Hopkins
Williams
Johnson
Glenn

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The third notification was sent in on November 14, 1979.

cc: Construction /
Region
File

SIGNED J. M. Colwell LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

8984

STATE OF OREGON

INTEROFFICE MEMO

102

TO: Mr. D. O. Christensen
Final Design Engineer

FROM: Jerald E Backstrand
J. E. Backstrand
Supervising Structural
Design Engineer

DATE: May 22, 1979

SUBJECT:
Beaver Creek Bridges
Bridges 1760 and 4950
Columbia County Line-Buxton Section
[redacted]
Washington County

The Beaver Creek Bridge, 1760, in the subject section could be overlayed with one inch of new AC wearing surface. The existing one inch wearing surface on Beaver Creek Bridge, 4950, is in bad shape and must be removed prior to placing new overlay not to exceed two inches.

No other work on the structures is proposed.

JEB:dh

cc E. L. Hardt
George Hopkins
Jack Sullivan

Versteeg
1 Anderson
Christensen
[illegible]
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Wakeling

MAY 2_ 1979
ROAD DESIGN SECTION

Lot File ☐

REFERRED TO

___ Beard ___ Staudenmeyer ___
___ Cole ___ Sample ___
✓ Eriksen F.E. ___ Watson ___
___ Hager ___ Dorn ___ Leu ___
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BY FINAL DESIGN ENGINEER

81-125-1387

8984 102

Salem, Oregon
May 15, 1979

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Leonard L. Wallace
Bridge Design Engineer

Columbia County Line-Buxton Section
MP 69.04 to MP 75.05
[redacted]
Washington County
Prefix No. 105-1438

We are preparing plans for a state (2") overlay project for a contract letting this summer.

Within the limits of the project there are two structures:

1. MP 69.79, Bridge No. 4950 (Beaver Creek) Slab Spans - 37' 1" WS
2. MP 70.51, Bridge No. 1760 (Beaver Creek) Pt. Comp. Spans - 46' 2" WS

Please review these structures and furnish us with your recommendations for handling the overlay at the structures and other work, if any, to be included in the project.

It will be appreciated if the information reached us by May 21, 1979.

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____ Sullivan ____
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FE:ab
cc: Norman Cuno

8984

Note: This is the Complete Field Survey

102

①

SECTION Columbia Co. ine - Buxton ~~MP 69.03 - 75.09~~

HIGHWAY ~~Nehalem~~ # 102

COUNTY Columbia

PREFIX 105-1438

QUANTITY SUMMARY & COST ESTIMATE

Date: 4/18/79

No.	Item	Unit	Incl 10% Allow Quantity	Unit Price	Amount
1	INSTALL GUARD RAIL - TYPE 2-A	LF	440	11.00	4840
2	CLASS "C" ASPH. CONC	TON	11,928	23.00	274,344
3	TACK COAT	TON	15	45.00	675
	TOTAL ITEMS				279,859
	ENGINEERING & CONTINGENCIES 10%				27,986
	GRAND TOTAL				307,845

MAT'L SOURCE FOR AC -
COMMERCIAL FROM PORTLAND
METRO AREA

To Design 5-2-79

1979 Carus-Jct. Woodburn/ 8985
Estacada Sec.-Cascade Hwy.
(Pav.)

#8985

September 9, 1980

Seaboard Surety Company
Seattle First National Bank Building
1001 4th Avenue
Seattle, WA 98154

COM 3
#8985

Gentlemen:

On August 26, 1980, we wrote to you concerning release of a post final payment in the amount of $631.01 on Contract No. 8985 awarded to J. C. Compton Company for paving on the Carus-Junction Woodburn/Estacada Highway Section of the Cascade Highway in Clackamas County.

Our Accounting Section now advises that there is a credit of $.57 which revises the total amount paid on the contract to $995,193.77. Of the total, $5,374.18 is for force account.

Sincerely,

Robert N. Jorgensen
COMMISSION SERVICES

dmg

cc: J. C. Compton Company
P. O. Box 86
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
E. L. Hardt

8985

August 27, 1980

Seaboard Surety Company
Seattle-First National Bank Bldg.
1001 4th Avenue
Seattle, Washington 98154

CCN 3
#8563

Gentlemen:

A post-final payment for $631.01 will be made to J. C. Compton on Contract No. 8985 for paving on the Carus Junction-Woodburn-Estacada Highway Section of the Cascade Highway in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $995,390.77 including the post-final payment. Of the total $5,374.18 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fhn

cc J. C. Compton Co.
P.O. Box 86
McMinnville, OR 97128

C. T. Kassey
Walt Hart
Ed Hardt

8985

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

8-6-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8971	Columbia River (Interstate) Bridge Multnomah Co., Oregon Clark Co., Washington	July 14, 1980
Jarl Construction, Inc. No. 8782	North Unit, Condon-Thirtymile Creek Gilliam Co.	July 15, 1980
R. L. Coats No. 8753	Baldock Slough-S. Baker Intchge. Baker Co.	July 18, 1980
Cascade Constr. Co., Inc. No. 8957	Lawnfield Rd.-Clackamas Hwy. Clackamas Co.	July 18, 1980
J. C. Compton Co. No. 8985	Carus Jct.-Woodburn-Estacada Hwy. Clackamas Co.	July 18, 1980
Cushing Bros., Inc. No. 9099	Dundee (S.W. 5th St.) Yamhill Co.	July 21, 1980
J. C. Compton Co. No. 8960	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	July 22, 1980
Holst Construction Co. No. 8842	Neal Creek Bridge Hood River Co.	July 24, 1980
A-1 Sandblasting & Steam-cleaning Co. No. 8714	Coos Bay (McCullough) Bridge Coos Co.	July 24, 1980
Hertz Electric, Inc. No. 9038	S. Ore. Ave. @ High School Entrance and Monroe St. @ Broadway Ave. (Burns) Harney Co.	July 24, 1980
Morse Bros. Inc. No. 8982	Corvallis/Newport Hwy. @ 19th St. (Philomath) Benton Co.	July 25, 1980
Cascade Constr. Co., Inc. No. 8923	Wilson River Hwy. Jct.-Vista Ridge Tunnel Washington and Multnomah Counties	July 29, 1980
Tawn Mar Constr. Co. No. 9065	Parsnip Creek Rock Production Lake Co.	July 29, 1980
L. W. Hembree Co. No. 8981	SW Capitol Hwy. @ SW Huber St. (Portland) Multnomah Co.	July 30, 1980

Contractor and Contract No.	Section and County	Acceptance Date
S. D. Spencer & Son No. 8003	Garden Valley Rd.-Fairgrounds Intchge. Douglas Co.	July 30, 1980
Hamilton Electric, Inc. No. 8966	Columbia River Hwy. @ Umatilla Br. Spur (Umatilla) Umatilla Co.	August 4, 1980
S. D. Spencer & Son No. 8501	Cottage Grove-Martin Creek Lane Co.	August 6, 1980
Tawn Mar Constr. Co. No. 9064	Drews Reservoir Lake Co.	August 6, 1980
W. R. Grasle Co. No. 9069	Scholls Hwy. @ SW 121st Ave. (Tigard) Washington Co.	August 6, 1980

August 6, 1980

C. T. Keasey
Asst. State Highway Engineer

8985

L

July 23, 1980

Seaboard Surety Company
Seattle First National Bank Building
1001 4th Avenue
Seattle, WA 98154

CON 5
Contract #8985

Gentlemen:

Contract No. 8985 awarded to J. C. Compton Co. for paving on the Carus-Junction Woodburn/Estacada Highway Section of the Cascade Highway in Clackamas County was completed on June 17, 1980, and accepted by the State Highway Division on July 18, 1980.

Final payment in the amount of $1,270.61 will be released to the contractor after July 28, 1980. The total contract amount is $994,939.76, including $5,374.18 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms

cc: J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8985

1

FORM 61-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Carus Jnct.-Woodburn/Estacada Hwy.

WEEK ENDING: June 21, 1980

SECTION PREFIX: 103-1140

HIGHWAY: Cascade

COUNTY: Clackamas

NAME OF JOB: Carus Jnct.-Woodburn/Estacada Hwy.

KIND OF WORK: Paving

CONTRACTOR: J.C. Compton

CONTRACT NUMBER: 8985

FEDERAL AID PROJECT NUMBER: State Project

DATE OF CONTRACT: July 7, 1979

DATE WORK STARTED: January 15, 1980

ESTIMATED COMPLETION DATE: May 14, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 250 CWD

CALENDAR DAYS USED: 199

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 80

PROJECT AUTHORIZATION: $ 1,062,828.89

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 978,552.63

ENGINEERING AUTHORIZATION: $ 84,277.26

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 926,153.78

ENGINEERING COST TO DATE: $ 38,800.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT XXXXXX UNDERRUN: 5 %

PERCENT OF AUTHORIZATION: 46 %

DATE PROJECT WAS COMPLETED: May 14, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	A.C. Leveling	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED				7,200 Ton	30,000 Ton
TOTAL ESTIMATED QUANTITIES (CONTRACT)				6,960 Ton	28,750 Ton
TOTAL QUANTITIES CORRECTED TO DATE				6,960 Ton	28,750 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	0		
MONDAY	Rain	0		
TUESDAY	Fair, Dusty	0		
WEDNESDAY	Clear, Dusty	0		
THURSDAY	Clear	0		
FRIDAY	Showers	0		
SATURDAY		0		

RECEIVED
JUN 23 1980
CONSTRUCTION BRANCH

Kensey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Burg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

6/15 SUNDAY	No activity.
6/16 MONDAY	No activity.
6/17 TUESDAY	No activity.
6/18 WEDNESDAY	No activity.
6/19 THURSDAY	No activity.
6/20 FRIDAY	No activity.
6/21 SATURDAY	No activity.

REMARKS

Office work on Semi-Final.

SIGNED W E Hoffman LOCATION Portland

W.E. Hoffman Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

8985 160

STATE OF OREGON

INTERO[illegible]CE MEMO

TO: Mr. D. O. Christensen
Final Design Engineer

FROM: Jerall E Backstrand
J. E. Backstrand
Supervising Structural
Design Engineer

DATE: May 17, 1979

SUBJECT:
Milk Cr. Br., 2120
Creek Br., 3041
Carns Rd.-Woodburn-Estacada Hwy. Sec.
[redacted]
Clackamas County

In reference to the letter of May 10, 1979 about the subject project, the Creek Bridge 3041) at MP 12.70 could be overlayed with one inch of new AC wearing surface.

The Milk Creek Bridge does not have any AC wearing surface now and it is preferred not to place any new overlay as this makes any future deck inspection difficult and future deck protection more expensive. If it is absolutely necessary, two inches of new overlay could be placed on this structure.

JEB:dh

cc E. L. Hardt
George Hopkins
Jack Sullivan

Versteeg
Anderson
Christensen
Olson
Sullivan Copy
Terpin
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Wakerlig

RECEIVED
MAY 17 1979
ROAD DESIGN SECTION

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BY FINAL DESIGN ENGINEER

81-125-1387

8985

160

Salem, Oregon
May 10, 1979

Lyle K. Watson

Lyle K. Watson
Design Engineer Supervisor

Carns Rd.-[redacted]
Cascade Hwy. South
Clackamas County

L. L. Wallace
Structures

The section of Cascade Highway So. (160) is to receive a 4-inch A.C. Overlay between M.P. $7.10^{\pm}$ and $16.10^{\pm}$. There will be a "No Work Area" between M.P. 12.20 and M.P. 12.63.

Please review two structures at M.P. $10.80^{\pm}$ and M.P. $12.70^{\pm}$. Your recommendations concerning the 4-inch overlay and guard rail requirements are necessary to complete the design of the project.

LKW:mw

____ Versteeg
____ Anderson
____ Christensen
____ Olson
____ Sullivan
____ Terpin
____ Trout
____ Wakerlig

RECEIVED
MAY 10 1979
ROAD DESIGN SECTION

Do Not File
Return To ____
Bring Up ____ / ____
Action ____

8985

Note: This is the 160 Complete Field Survey

Carcus Rd. - Jct. Woodburn/Estacada Hwy.

②

SECTION ~~[illegible]~~

HIGHWAY ~~Cascade [illegible] #160~~

COUNTY Clackamas PREFIX 103-1411

QUANTITY SUMMARY & COST ESTIMATE Date: 4/10/79

To Design 5-2-79

Item	Unit	Incl 10% Allow Quantity	Unit Price	Amount
CLASS "C" ASPHALT CONC	TON	31,630	23.00	727,500
TACK COAT	TON	24	45.00	1,080
ADJUST GUARD RAIL	LF	300	1.50	450
GUARD RAIL · EA incl post.	LF	83	11.00	913
GUARD RAIL - END PCS	EA	2	140.00	280
ITEM TOTAL				730,223
ENGR & CONTINGENCIES				73,022
GRAND TOTAL				803,245

MATERIAL SOURCE FOR AC - COMMERCIAL FROM PORTLAND METRO AREA

1979 The Dalles/Calif. Hwy.- 8986
S. 6th St. SEc. Klamath Falls-
Malin Hwy. (Pav.)

#8986

L.

November 18, 1980

Fidelity & Deposit Co. of Maryland
300 N.E. Multnomah, Suite 1006
Portland, OR 97232

CON 3
#8986

Gentlemen:

A post-final payment for $12,315.95 will be made to Stukel Rock & Paving, Inc. for paving on The Dalles/California Highway-South 6th Street (Klamath Falls) Section of the Klamath Falls-Malin Highway in Klamath County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,066,144.42 including the post-final payment. Of the total, $12,315.95 is for force account.

Sincerely,

Robert W. Cramer
COMMISSION SERVICES

dms
cc: Stukel Rock & Paving, Inc.
P. O. Box 125
Klamath Falls, OR 97601

bc: C. T. Kessey
Walt Hart
Dale Allen

#8986

STATE OF OREGON **INTEROFFICE MEMO**

8986 1
9043
9110

TO: Dale Allen
Region Engineer

DATE: October 31, 1980

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: Estimated Final Costs
State Construction Projects

Kessey	RECEIVED	Richards
Jackmond	NOV 5 1980	Berg
Hopkins		Inloes
Williams		Widmer
Johnson	CONSTRUCTION BRANCH	Gebauer
Glenn		Church

In May 1980 it was requested that we reduce cash flow on the contract projects listed below. At that time projections were made that indicated a total reduction of $520,563. The final estimated project costs indicates that $706,370 was saved.

PROJECT	ORIGINAL	ESTIMATED IN MAY	SEMIFINAL
The Dalles / Calif. - So. 6th St.	$ 1,217,626	$ 1,282,694	$ 1,147,294
Willamette Jct. - Chemult	2,382,368	2,144,016	2,095,425
Fuego Rd. - Forge Rd.	2,112,758	1,765,479	1,763,663
TOTALS	$ 5,712,752	$ 5,192,189	$ 5,006,382
TOTAL SAVINGS			$ 706,370

Most of the savings came from 3 items : 1) Contingencies, 2) Engineering, and 3) Reduction in asphalt escalation. Suprisingly, the total savings is more than anticipated even though some items were later reinstated.

-- WFC/jdm

11-7-80
Copy to H. S. Coulter

cc Kessey

RECEIVED
STATE HWY ENGR
NOV 10 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ROE PLA FAE
RTE RECEIVED GEO
RUE NOV 3 1980
RSO REGION 4 RBE
ASSIGNED__________

Contains Recycled Materials
81-125-1387

SP*7565

1986

files

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

10-8-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Elect., Inc. No. 8887	Cornelius Signal Project Washington County	September 4, 1980
Sims Elect. of Medford, Inc. No. 9039	S. 6th St. @ Gettle St. & Madison St. (Klamath Falls) Klamath County	September 4, 1980
Stillwell Const. Co. No. 9015	Portland-Idaho State Line 10 Counties	September 4, 1980
R.J.Taggart Const. Co. No. 9151	Bachelor Rock Production Deschutes County	September 5, 1980
Columbia West Materials & Constructors No. 8972	N. Newman Ave.-N. Woolsey Ave., N.Greeley Ave.-N.Delaware Ave. & N.67th @ NE Hassalo St.(Port.) Multnomah County	September 5, 1980
L. W. Vail Co. No. 9034	E.Newport Ave.-Umatilla-Stanfield Hwy. (Hermiston) Umatilla County	September 8, 1980
Ross Bros.Const.,Inc. No. 8941	Beaver Creek Bridge Coos County	September 11, 1980
Hamilton Elect., Inc. No. 8980	The Dalles-Calif. Hwy. @ O.B. Riley Rd. (Bend) Deschutes County	September 11, 1980
Continental Crushing & Leasing, Inc. No. 9049	Basque Rock Production Malheur County	September 17, 1980
Hamilton Elect., Inc. No. 8939	Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Klamath County	September 18, 1980
Seubert Excavators, Inc. No. 9120	White River Rock Production Hood River & Clackamas Counties	September 18, 1980
Sims Electric, Inc. No. 9027	Wallowa Lake Hwy. @ Grande Ronde Shopping Center (LaGrande) Union County	September 22, 1980
Hamilton Elect.,Inc. No. 9070	Pac. Hwy.W @ Springbrook St.(Newberg) Yamhill County	September 22, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Stukel Rock & Paving, Inc. No. 8986	The Dalles/Calif. Hwy.-S. 6th St. Klamath County	September 25, 1980
Baker Redi-Mix, Inc. No. 8973	Nelson Point Intchge. Baker County	September 26, 1980
Weaver Const. Co. No. 9024	Umatilla River (Main St.) Bridge (Pendleton) Umatilla County	September 30, 1980
Willamette-Western Corp. No. 8946	Pac. East (SE Grand Ave.) Multnomah County	September 30, 1980
Gaines Construction No. 9091	Eightmile Creek Bridge Morrow County	October 1, 1980
Columbia Pacific Construction, Co. No. 9023	Ash Creek Bridge Polk County	October 3, 1980
Douglas S. Coats Construction No. 8947	Deschutes River (Sherars) Bridge Wasco County	October 3, 1980
Eugene Sand & Gravel, Inc. No. 9044	6th St.-Territorial Hwy. (Veneta) Lane County	October 3, 1980
Hamilton Const. Co. No. 9080	S. Umpqua R. (Shady) Bridge, N. Bd. Douglas County	October 3, 1980
Continental Crushing & Leasing No. 9048	Seneca Rock Production Grant County	October 3, 1980

October 8, 1980

For C. T. Keasey
Asst. State Highway Engineer

8986

October 1, 1980

COM 3

Fidelity & Deposit Co. of Maryland
Suite 1000, Lloyd 500 Building
500 N.E. Multnomah
Portland, OR 97232

Gentlemen:

Contract No. 8986 awarded to Stukel Rock & Paving, Inc. for paving on The Dalles/California Highway-S. 6th Street (Klamath Falls) Section of the Klamath Falls-Malin Highway in Klamath County was completed on August 20, 1980, and accepted by the State Highway Division on September 25, 1980.

Final payment in the amount of $58,627.63 will be released to the contractor after October 6, 1980. The total contract amount is $1,073,928.47 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
cc: Stukel Rock & Paving, Inc.
P. O. Box 235
Klamath Falls, OR 97601

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc: C. T. Kassey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
Dale Allen

8986

50

Wayne F. Cobine
Resident Engineer

August 14, 1980

W. E. Cole
Design Engineer Supervisor

The Dalles/California Highway-
South 6th Street
Klamath Falls-Malin Highway
Klamath County
(Contract No. 8986)

This letter acknowledges receipt of your narrative report on the subject project.

We appreciate receiving these reports as they could be helpful to us in future design work.

WEC:ab

8986

L

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: The Dalles-California Hwy.-SO. 6th. St.

WEEK ENDING: July 25, 1980

SECTION PREFIX: 18-1162

HIGHWAY: Klamath Falls-Malin (E. Side Bypass)

COUNTY: Klamath

NAME OF JOB: The Dalles-California Hwy.-So. 6th. St.

KIND OF WORK: Paving

CONTRACTOR: Stukel Rock & Paving, Inc.

CONTRACT NUMBER: 8986

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: July 17, 1979

DATE WORK STARTED: September 11, 1979

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 240

CALENDAR DAYS USED: 240

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $1,217,625.75

EXCLUSIVE OF ENGINEERING: $1,131,039.03

ENGINEERING AUTHORIZATION: $86,586.72

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,084,640.00

ENGINEERING COST TO DATE: $50,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7 %

PERCENT OF AUTHORIZATION: 58 %

DATE PROJECT WAS COMPLETED: June 24, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100			100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					4.43
MILES PARTIALLY COMPLETED					4.43
MILES COMPLETED					4.43
TOTAL ESTIMATED QUANTITIES (CONTRACT)					37,900
TOTAL QUANTITIES CORRECTED TO DATE					37,432
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					37,432
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1-Truck; 1-Roller; 1-Blade; 1-Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	20	Fair			
MONDAY	21	"			
TUESDAY	22	"			
WEDNESDAY	23	"			
THURSDAY	24	"			
FRIDAY	25	"			
SATURDAY	19	Fair			

RECEIVED
JUL 28 1980
CONSTRUCTION BRANCH

Keasey K
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	No job activity all week except for today when the contractor placed AC around manhole, and corrected the drainage problem at Esplanade St. & Pacific Terrace Street.
FRIDAY	
SATURDAY	

REMARKS

Project was completed on June 24, 1980. except for correcting drainage problems, which was completed July 24, 1980.

Semi-Final data was submitted to Region Offic on July 24, 1980.

FINAL REPORT

SIGNED Donald D Baker LOCATION Klamath Falls

FOR Wayne F. Cobine, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7786 N

PLA 2 50

STATE OF OREGON
Highway - Traffic 378-6537

INTEROFFICE MEMO

TO: W. E. Cole
Design Engineer Supervisor

DATE: May 13, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Accident History on Overlay
The Dalles-California Highway - South Sixth Street
~~Klamath Falls-Malin Highway No. 50~~
Klamath County
M.P. X6.64 - M.P. X2.37

As requested in your recent letter, we have reviewed the accident history for the subject section. The facility is four lanes divided partly by median strip and by median lane with left-turn refuges at major intersecting streets.

Our investigation revealed a high percentage of intersection accidents, 74 percent as opposed to 26 percent non-intersection accidents. The signalized intersections cannot be significantly improved beyond their present standard. However, one location at the intersection of Portland Street, M.P.x5.22, has experienced approximately four intersection accidents per year. This location is the only cross-street intersection without left-turn refuges. It appears, in viewing the film log, that there may be adequate width for left-turn refuges if the curbed median section were removed.

The 1978 accident rate for the section is 1.80 well below the urban rate of 5.23 or the suburban rate of 3.00.

L E George

L. E. George
Traffic Engineer

JB:jrb

cc: D. D. Allen

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ROAD DESIGN SECTION

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ASSIGNED

Contains Recycled Materials
81-125-1387

SP*75683-125

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8986

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A[illegible]OR AUTHORIZATION

7-3-79

FEDERAL AID PROJECT NO.: M[illegible]298(3)

STATE [illegible]ECT NO.: See below

COUNTY NAME: Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
5-31-78	6-1-79	FAU 2298 City Street

GENERAL LOCATION:

South 6th Street - East Side Bypass (Klamath Falls)

GENERAL DESCRIPTION OF WORK:

Install temporary wood pole and adjust span lengths at Station 52+40 Rt.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRICTION - PROCEED ON XXXXX [illegible] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 6-1-79, as requested in Mr. Keasey's letter of 6-21-79 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $1,500 Federal Funds $1,286

RECEIVED
STATE HWY ENGR
JUL 5 - '79
REFER TO Keasey
FOR
Info
Inves
R/D
D/R
Sign
Act
File

Int 9/5

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-3-79	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 6-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1979 Silver Lake-Summer 8987
Lake (M.P. 48.1-M.P. 75.0) Sec.
Fremont Hwy. (Oiling)

#8987 12-16-80 Files

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8987	Silver Lake-Summer Lake (M.P. 48.1 - M.P. 75.0) Lake County	November 12, 1980
A-1 Sandblasting & Steam Cleaning Co. No. 9152	Coast Fork Willamette River Br. Lane County	November 13, 1980
Elting, Inc. No. 8709	NE Marine Dr.-NE Failing St. Multnomah County	November 13, 1980
Interstate Slurry Seal, Inc. No. 9170	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	November 13, 1980
Hertz Electric, Inc. No. 8902	Pendleton/John Day Hwy. @ SW 30th St. (Pendleton) Umatilla County	November 13, 1980
Grant County Redi-Mix No. 9077	Spray Rock Production Wheeler & Grant Counties	November 18, 1980
R. A. Hatch Co. No. 9030	Doherty Slide-Nevada State Line Lake & Harney Counties	November 20, 1980
Humbert Asphalting No. 9092	Paul Smith Rd.-S. Main St. (Boardman) Morrow County	November 21, 1980
Rogers Construction, Inc. No. 9160	Boardman (N. Main St.) Morrow County	November 24, 1980
Hughes & Dodd Co. No. 8991	Buck Creek Road Lake County	November 24, 1980
Wildish Corvallis Construction Co. No. 8976	N. Albany, Santiam Hwy. & Lebanon Road Intchges. Linn County	November 26, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Erosion Control, Inc. No. 9109	Grayback Creek Section Josephine County	November 27, 1980
S. D. Spencer & Son No. 8472	S. Ashland Intchge.-Calif. State Line Jackson County	December 3, 1980
Western Mixing Co., Inc. & N. Santiam Sand & Gravel Co., Inc. J.V. No. 8997	Dodge Road-Estacada Clackamas County	December 4, 1980
Roy E. Ladd, Inc. No. 9019	Busway Rigid Frame (N. Banfield Intchge.) Multnomah County	December 4, 1980
Ray E. Wells, Inc. No. 8917	Kingwood St. (Florence) Lane County	December 4, 1980
Hertz Electric, Inc. No. 9121	Molalla Ave. @ Clairmont Way (Oregon City) Clackamas County	December 5, 1980
Bracelin-Yeager Excav. & Trucking No. 9136	Hemlock Ave.-8th Terrace (Coos Bay) Coos County	December 5, 1980
Douglas S. Coats, Inc. No. 9112	Willow Creek Bridge Morrow County	December 5, 1980
D & D Paving Co. No. 9097	Airport Rd. @ Salmon River Hwy. Yamhill County	December 5, 1980
Douglas S. Coats,Inc. No. 9165	Catherine Creek (Wilkinson Rd.) Br. Union County	December 5, 1980
Horton Bros., Inc. No. 9172	Rocky Point-M.P. 310.07 Curry County	December 5, 1980
Eugene Sand & Gravel, Inc. No. 9192	Coburg (Stuart Way) Lane County	December 8, 1980
Douglas S. Coats,Inc. No. 9094	Willow Creek (Glenn Rd.) Bridge Union County	December 9, 1980

December 10, 1980 D. B. Jackmond

For C. T. Keasey
Asst. State Highway Engineer

8987

L.

November 24, 1980

Corroon & Black of Oregon
1600 S.W. 4th Avenue
Portland, OR 97201

CTN 3
#8987

Gentlemen:

On November 14, 1980, we wrote to you concerning release of final payment on Contract No. 8987 awarded to R. A. Hatch Co. for oiling on the Silver Lake-Summer Lake Section of the Fremont Highway in Lake County.

Final payment on this contract is $53,743.82 and the total contract amount is $953,662.06, including $2,753.99 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms

cc: R. A. Hatch Co.
P. O. Box 201
Bend, OR 97702

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: Wm. T. Kersey
Walt Hart
Dale Allen

8987.

19

John L. Garter
District Engineer
Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

October 9, 1980

Silver Lake-Summer Lake
Fremont Highway
Lake County

The as constructed narrative report for the project was interesting. Several changes in the work items were made to adapt to the road and materials conditions apparently. It seems a little surprising that the material source used failed to produce aggregates of desired size.

Apparently the oiling work progressed quite rapidly and an improved road surface was obtained for less than the estimated cost.

Well done, John!

FE:ab
cc: Dale Allen

8987 9-N

Form 91-734-1169 (Rev. 5-73)

NOTED
JOHN L. GUNTER

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Silver Lake-Summer Lake (M.P. 48.1-75.0) Date September 18, 1980

Highway Fremont Contract No. 8987

County Lake Prefix 19-1127

Contractor R. A. Hatch Co. F. A. Project No. State

Address P. O. Box 201, Bend, OR. 97701 Price Agreement No. 11

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Penalty assessment for Non-Specification 1"-0 Aggregate Base.

Locations by station numbers:

Throughout Project.

Names of pay items, estimated quantities and agreed prices:

101 Price Reduction
Non-Specification 1"-0 Aggregate Base, Lump Sum - $715.50

Specifications, basis of measurement and other provisions: The 1974 Standard Specifications, supplemented and/or modified by the Special Provisions shall apply.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$1,133,887.50
Present estimate of project cost, including $- 715.50 for work under this order	$1,005,397.70
Expected under-run XXXXXXX (amount)	$128,489.80
Expected under-run XXXXXXX (per cent)	11.3

Space to right of this line is for use of Salem Office

Submitted by: John L. Gunter
John L. Gunter
Resident Engineer

Signed Robert Hatch
Contractor

Approval Recommended: Robert E. Ford
Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: George N. Baker
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

10-21-80

Approval Recommended

05 10 73

8987 8-13-80 19

Statement of Overruns & Underruns

Project: Silver Lake-Summer Lake (M.P. 48.1 - M.P. 75.0) Contract No. 8987
Highway: Fremont Prefix No. 19-1127
County: Lane F. A. No: State

Item No.	Item	Unit	Original	Semi-Final	+%
	SUMMARY				
	Bid Items		$878,900.00	$440,598.20	-50
	Anticipated Items		129,000.00	0.00	-100
	Contingencies		45,355.50	0.00	-100
	Price Agreements				
	No. 1			106,370.00	
	No. 2			13,227.84	
	No. 3			9,443.00	
	No. 4			5,000.00	
	No. 5			-1,094.50	
	No. 8			317,064.90	
	Engineering		80,632.00	45,500.00	-44
	TOTAL		$1,133,887.50	938,889.15	-17

REFERRED TO
Beard Staudenmeyer
Cole Mann
Eriksen Watson Fw
Hager Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost:

Item No.	Item	Unit	Original	Semi-Final	+%
4	General Excavation This item was deleted as P.A.#1	Cu. Yd.	7,800	0	-100
5	Watering This item was overrun due to changing B.I. #4 to Pit Run Base	M-Gal	250	1,241	+396
7	Aggregates In Asphalt Macadam Original project was reduced by 6 miles	Cu. Yd.	24,050	20,307.40	-16
8	AR-2000 Asphalt in Asphalt Macadam Bid Item No. 8 was deleted See P.A. #8	Ton	1,870	0	-100
9	Asphalt in Seal Coat Bid Item No. 9 was deleted See P.A. #8	Ton	540	0	-100
10	Guard Rail Type 2A Bid Item No. 10 was deleted See P.A. #7	Lin. Ft.	100	0	-100

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2 Christensen
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Item No.	Item	Unit	Original	Semi-Final	±%
11	Guard Rail Type 3 Bid Item No. 11 was deleted See P.A. #7	Lin. Ft.	100	0	-100
12	Guard Rail on Structures Bid Item No. 12 was deleted See P.A. #7	Lin. Ft.	100	0	-100
13	Guard Rail Anchors Type 1 Bid Item No. 13 was deleted See P.A. #7	Each	4	0	-100
14	Rail End Pieces Type C Bid Item No. 14 was deleted See P.A. #7	Each	4	0	-100
P.A. #1	Pit Run Sub-base	Cu. Yd.		21,274.0	
P.A. #2	(1) Asphalt in Prime Coat	Ton		49.76	
	(2) Placing asphalt in Prime Coat	Ton		49.76	
	(3) Aggregate in Prime Coad in place	Cu. Yd		385.0	
P.A. #3	Additional finishing Bit Item No. 6	Cu. Yd.		9,443.0	
P.A. #4	Extra Temporary Protection and Direction of Traffic			$5,000.00	
P.A. #8	(1) Delete Bid Items No's 8 & 9 (2) Add Pay Item Emulsified Asphalt	Ton	2,410	1,704.65	-29

8987

L.

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Silver Lake-Summer Lake (M.P. 48.10M.P. 75.0)

WEEK ENDING: August 1, 1980

SECTION PREFIX: 19-1127

HIGHWAY: Fremont

COUNTY: Lake

NAME OF JOB: Silver Lake-Summer Lake(M.P. 48.1-75.0)

KIND OF WORK: Oiling

CONTRACTOR: R. A. Hatch Co.

CONTRACT NUMBER: 8987

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: July 13, 1979

DATE WORK STARTED: September 14, 1979

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 275

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 248

PERCENT OF TIME ELAPSED: 88

PROJECT AUTHORIZATION: $ 1,133,887.50

EXCLUSIVE OF ENGINEERING: $ 1,053,255.50

ENGINEERING AUTHORIZATION: $ 80,632.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 954,300.00

ENGINEERING COST TO DATE: $ 45,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 9.5 %

PERCENT OF AUTHORIZATION: 56 %

DATE PROJECT WAS COMPLETED: July 2, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				21	
MILES PARTIALLY COMPLETED				21	
MILES COMPLETED				21	
TOTAL ESTIMATED QUANTITIES (CONTRACT)				24,050	
TOTAL QUANTITIES CORRECTED TO DATE				20,315	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				20,315	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

RECEIVED
AUG 4 1980
CONSTRUCTION
BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Gien

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final data was submitted to Region Office on July 31, 1980.

FINAL REPORT

SIGNED Donald D. Baker for
John L. Gunter, Dist. Engr.
LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8727

1 Versteeg ✓
2 Anderson
Christensen Doc
Olson
3 Sullivan JWS
4 Terpin E
Travis
Wakering

RECEIVED
MAY 16 1980
ROAD DESIGN SECTION

✓
Do Not File ☐
Return To Versteeg
Bring Up /
Action Agg. leveling

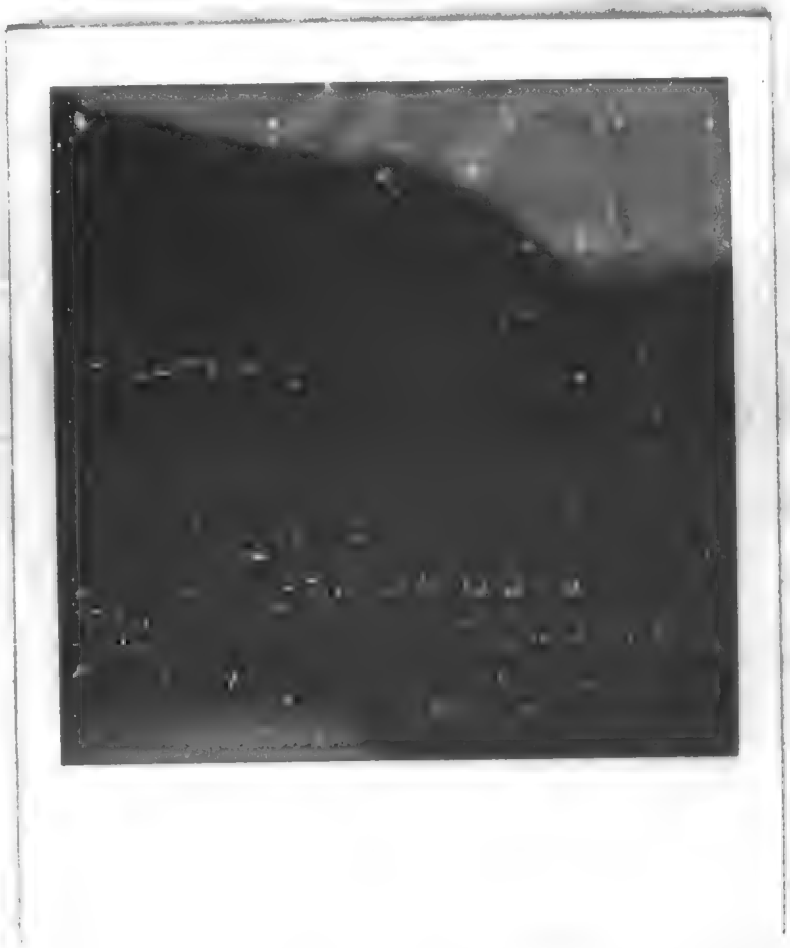
NOTED
F. E. TERPIN
19

Hal Versteeg

Silver Lake Area
5/8/80

These photo's show a section of Hwy 31 which was badly out of shape & is being leveled with native river gravel (¾-0)±

It will be given a .35/gal shot of MC 250 Prime & ~~aa~~ 0-11. We have half a doz. such areas totalling 6 mi and do not anticipate any prob. Every one I talked to felt that the minimum depth should be 3 inches however where we feather out it is less than ½ inch.



Dale

1 Vorstrom ✓ ✓
2 Addison Doc
3 Sullivan JWS
4 Terpin E

RECEIVED

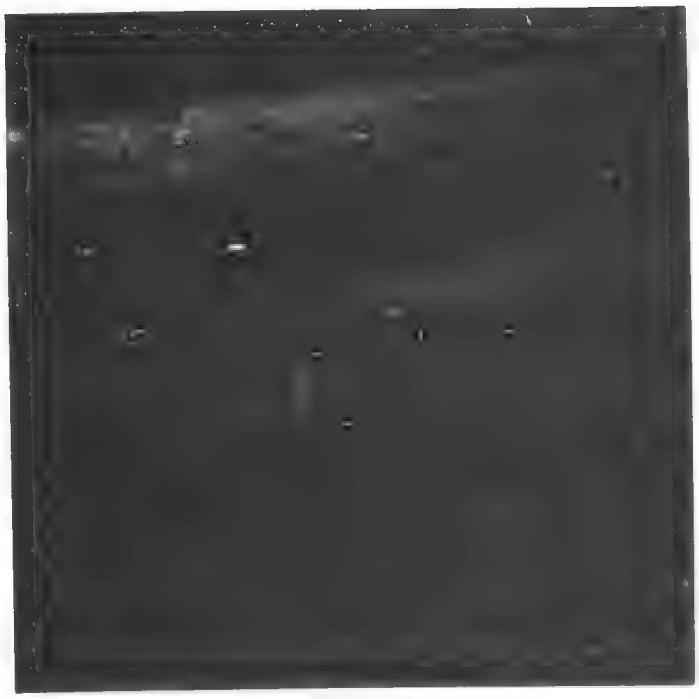
Vorstrom

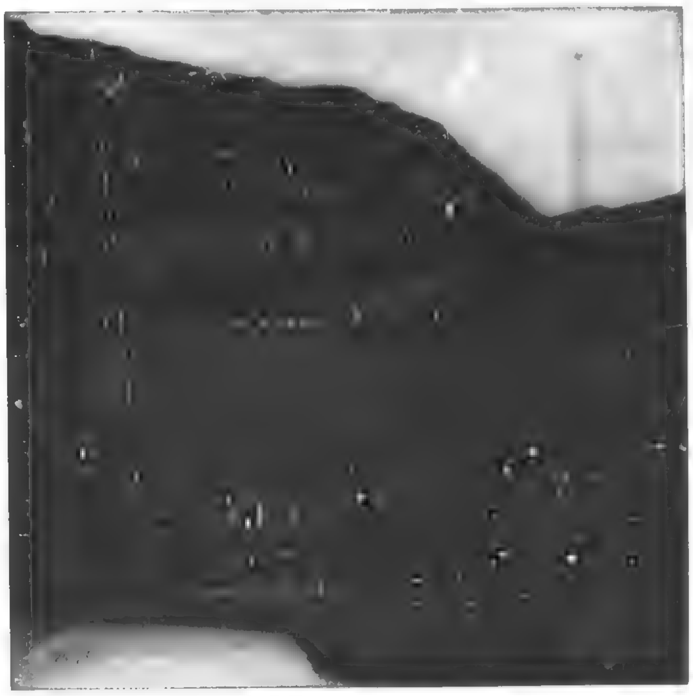
NOTED
F. E. TERPIN

19

Agg. leveling
Silver Lake area
5/8/80

. a section of Hwy 31
of shape & is being
river gravel (3/4-0)±
a 035/gal shot of MC 250
. We have half a doz
g 6 mi and do not anticipate
e I talked to felt that the
should be 3 inches however
out it is less than 1/2 inch.





Dale

8987

19

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. D. O. Christensen
Final Design Engineer

FROM: J. E. Backstrand
J. E. Backstrand
Supervising Structural
Design Engineer

DATE: May 16, 1979

SUBJECT:
Paulina Marsh and Murdock Cr. Brs.
Silver Lake-Summer Lake Sec.
[redacted]
Lake County
Bridges 1552 and 3909

Within the proposed overlay project, the 1 1/4" oil mat could be placed across the Paulina Marsh and Murdock Creek Bridges.

JEB:dh

cc Dale Allen
George Hopkins
Jack Sullivan

RECEIVED
MAY 16 1979
ROAD DESIGN SECTION

___ Versteeg
___ Anderson
✓ Christensen
___ Olson
___ Sullivan Copy
___ Terpin
___ Trout
___ Wakerlig

Do Not File ☐
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___ Beard ___ Steudenmeyer ___
___ Cole ___ Sample ___
___ Eriksen ✓ Watson
___ Hager ___ Dorn ___ Lau ___
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BY FINAL DESIGN ENGINEER

61-125-1387

1979 Jantzen Beach Info. 8988
Center-Pacific Hwy.
(Gr. & pav.)

#9781

Scott
Consent Calendar
5 (a)

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.: CON 21

DATE: February 25, 1980

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Jantzen Beach Information Center
Multnomah County
Contract No. 8988

The above State grading and paving project has overrun the project authorization and an additional $8,899.62 is required to cover the estimated costs.

The parking lot exit was redesigned and the resultant extra work amounted to approximately $10,600. This was the major item contributing to the overrun.

It is recommended the authorization be increased by $8,899.62 to a new total of $69,397.97. This matter will be on the consent calendar for your March meeting.

OBJ:mk jh

bc: F. B. Klaboe
R. W. Gormsen
C. T. Keasey
E. L. Hardt
V. E. Skoog
George Bell

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318
DEPT. TELEPHONE

FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: February 19, 1980

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Jantzen Beach Information Center (Parking Lot)
Multnomah County
Contract 8988

The above State grading and paving project has been recently accepted. A late State Force Order to repair the roof after contract work was completed caused the original authorization to be exceeded beyond the 10 percent limitation. An additional $8,899.62 or 14.7 per cent is needed to cover the estimated project cost.

The parking lot exit was redesigned by the traffic section to facilitate truck traffic from the parking lot. The cost of this work amounted to approximately $10,600 and was the major factor in contributing to the overrun.

It is felt that a substantial portion of the extra work is an extension of the contract work and PCRB approval will not be required.

A rough draft letter to the Transportation Commission, along with a copy of the expected overrun of project authorization, is attached.

OBJ:DCA:mk

Attach.

cc: E. L. Hardt
J. Street
R. Church

OK R

4118

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

2-6-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Superior Asphalt & Concrete Co., No. 8925	Lone Rock Jct.-Rock Creek, Gilliam County	January 3, 1980
Superior Asphalt & Concrete Co., No. 8953	Shaniko-The Dalles/Calif. Hwy., Wasco County	January 3, 1980
M & F Building, No. 8968	Brookings (Wharf St.), Curry County	January 7, 1980
St. Helens Paving, Inc., No. 8984	Columbia County Line-Buxton, Washington Co.	January 7, 1980
Willamette-Western Corp., No. 8788	Monitor Road Junction Project, Marion County	January 9, 1980
North Santiam Paving Co., No. 9010	Shaff Rd.-W. Washington St. (Stayton), Marion Co.	January 14, 1980
Ausland Const., Inc. No. 8845	Grandview Ave. @ Cloverlawn Dr. (Grants Pass Vicinity) Josephine County	January 14, 1980
Bomac Construction, Inc., No. 8876	Jantzen Beach Information Center, Multnomah County	January 17, 1980
Don Haisch Const. Co., No. 8988	Jantzen Beach Information Center, Multnomah County	January 17, 1980
North Santiam Sand & Gravel, Inc., No. 8885	Power Line-China Hollow Creek, Sherman County	January 18, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Construction, No. 8726	Upper Calapooia River Bridge, Linn County	January 22, 1980
Baker Redi-Mix, Inc., No. 8906	Auburn Ave. & Washington Ave. (Baker), Baker County	January 22, 1980
R. L. Coats, No. 8926	Madras/Prineville Hwy.-Culver Hwy., Jefferson Co.	January 23, 1980
Olson Electric Co., Inc., No. 8792	Hermiston Ave. @ SW Highland Ave. (Hermiston), Umatilla County	January 24, 1980
Morse Bros., Inc., No. 8833	6th, 8th & Quincy Sts. (Harrisburg), Linn County	January 30, 1980
Babler Bros., Inc., No. 8863	Del Rey Beach Access Rd.-Neawanna Creek, Clatsop County	January 30, 1980
Columbia West Matls. & Constructors, No. 8967	D St. - F St. (Rainier), Columbia County	January 30, 1980
Roy L. Houck Const. Co., No. 8796	Millican Creek (Lafayette), Yamhill County	January 30, 1980
Porter W. Yett Co., No. 8996	Troutdale (SW 7th St.), Multnomah County	January 30, 1980
Gervais Construction Co., No. 8807	Lone Tree Bar State Park, Marion and Yamhill Counties	February 5, 1980

February 6, 1980

H. S. Coulter, State Highway Engineer

#8988

January 23, 1980

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

CON 5
Contract #8988

Gentlemen:

Contract No. 8988 awarded to Don Haisch Construction, Inc. for work on the Jantzen Beach Information Center on the Pacific Highway in Multnomah County was completed on October 12, 1979, and accepted by the State Highway Engineer on January 17, 1980.

Final payment in the amount of $2,321.35 will be released to the contractor after January 28, 1980. The total contract amount is $34,282.11. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Don Haisch Construction, Inc.
2119 S.E. 186th
Portland, OR 97233

bc: C. T. Kaasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8988

I-5

REFERRED TO DRL
1 Beard MBB 4 Staudenmeyer
2 Cole WEG. Sample
3 Eriksen F.E. 5 Watson
Hager Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
DEC 21 1979
ROAD DESIGN SECTION
1 Versteeg ✓
Anderson
2 Christensen DRL
Olson
Sullivan 8/E
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RC.

JANTZEN BEACH INFORMATION CENTER

GRADING AND PAVING

PACIFIC HIGHWAY

MULTNOMAH COUNTY

CONTRACT NO. 8988 PREFIX NO. 26-3945

NARRATIVE REPORT DECEMBER 10, 1979

This project consisted of the following work:

1. Enlarging the existing parking lot at the Jantzen Beach Information Center.

2. Rerouting of the traffic movements into and out of the parking lot.

The State has an Information Center and a PUC Permit Office at this location. It is about one mile south of the Washington State Border on Interstate 5. The traffic into this area has been steadily on the increase over the past few years making the existing Information Center parking lot obsolete. An earlier Contract had been completed constructing outside restroom facilities and remodeling the existing Information Center Building. This futher increased the usability of this facility. It was decided in the Spring of 1979 to design a Contract to enlarge the parking lot. The parking lot consisted of three lines of parking. Two of these lines were for autos and one for buses. The new Contract called for making two lines of parking for trucks and one line of parking for autos. This Contract also included some building repair type items. The project was originally let out for bids in May, 1979. The low bidder offered to perform the work for $80,000.00. This was twice as much as the Engineer's estimate. All bids were rejected. From studying over this bid and other bids received, it was ascertained that over $25,000.00 was proportioned for building roof repair work. It was decided to delete the building repair items from the bid items and include this work as additional anticipated items. Therefore, these items could be performed by Specialty Contractors or State Forces as needed. The revised project was re-advertised for the July, 1979 letting and was awarded to Don Haisch Construction, Inc. on July 17, 1979.

My survey crew began laying out the plan design changes to the existing parking lot on August 1, 1979. A fellow from the State Traffic Office in Salem stopped by the project to inform the survey crew that Salem Design was considering the redesign of the parking lot's north entrance. I contacted Salem and was informed that since the newly signalized intersection at AB Line and Hayden Island Drive was energized, trucks leaving the parking lot's north entrance were obstructing the east bound traffic on Hayden Island Drive. This was caused by a lack of storage room for the trucks making a left turn from the parking lot onto Hayden Island Drive west bound and having to stop for a red light at the intersection. In many cases, the rear on the truck trailor was still in the east bound lane when it was compelled to stop for the red light. In order to correct this problem, it was proposed to increase the size of the west side island to force the trucks to leave the north entrance as far east as possible to increase the storage room on Hayden Island Drive. Therefore, a major revision was made to the project to accomplish this work. I will elaborate on this work later in this report under Price Agreement No. 2 explanation. The revised plans were distributed to the Contractor on August 15, 1979. He began the actual work on August 16, 1979, and was able to complete the project within the allowable 75 Calendar Day Time Limit.

I will elaborate on a few of the interesting construction items below:

1. The Contractor proposed and I approved of a revision to the Special Pedestrian (Wheel Chair) Ramp. In place of constructing a 4-inch thick PCC sidewalk with a Type "C" curb, I allowed him to construct a full depth island with a Type "F" curb. This revision allowed him to construct the ramp on the existing Asphaltic roadway. This avoided excavating a slot in the asphalt for the 16-inch deep Type "C" curb and then backfilling with a thin lift of material on the existing raodway for the 4-inch thick PCC sidewalk. The Contractor installed steel anchor dowels at the full depth island which helps to support the new Toye "F" curb from traffic damage. The Contractor saved time by not having to excavate the asphalt and filling behind the Type "C" curb; while the State gains by having a more compact installation which could be moved in the future., if warranted. It is hoped that when future installations of this type are designed, that we avoid excavating into the existing asphalt wherever possible, by placing the installation on, and doweling into the existing Asphaltic Concrete.

2. Price Agreement No. 1 was written to credit the State the Lump Sum amount of $200.00 for deleting the specification requiring that power source operating flasher units be used on advanced construction signing. In place of that requirement, the Contractor furnished battery operated amber flashers for temporary "Road Construction Ahead" signs. This was adequate for this project. The length of, size of, construction time limit of and location of the project did not warrant the more expensive type of installation. This is a minor project of short duration on business type streets. The signs are visible for only a short distance because of the road curvature and business signs located in the area. A long distance highly visible flasher is not needed. A power drop by the local power company would have been very expensive to accomplish due to the distance from the power source to the site for the signs. Also, a transformer and a meter service would have been required. In our energy short environment, we should avoid this improper

usage of electrical power on future projects of this type.

3. Price Agreement No. 2 was written to compensate the Contractor for additional work caused by the major revisions to the Contract Plans in the redesigning of the north parking lot exit. As explained earlier in this report, this revision was made to correct the problem caused by the new signal light at a near by intersection. The revised work consisted of the following additional work for which the Contractor was compensated:

a. Increase the length of drainage pipe and the number of inlets.

b. Remove an existing inlet.

c. Increase the length of concrete walks and curbs.

d. Remove a portion of the existing concrete divider on Hayden Island Drive to allow trucks to make left turns onto the road further to the east.

e. Stockpile material from east side excavation to be used later in an embankment at the west side extension at north exit.

f. Break up and remove existing Asphaltic Pavement at west side extension of north exit.

h. Perform additional move-in of asphalt paving operation. This was due to not being able to perform all Asphaltic Concrete work at one time as per the original Contract. In order to maintain traffic through the north ramp, the Contractor was forced to stage the work which resulted in two move-ins of the asphalt paving operation. This additional work amounted to about $10,600.00.

4. Price Agreement No. 4 was written to compensate the Contractor for performing added electrical work. While excavating for the east island removal at the north exit, a 2-inch PVC electrical conduit was damaged and uncovered. This conduit carried the wiring for the overhead high mast tower illumination. This conduit was not noted on the Construction Plans. This was another case of designing from inadequate "AS CONSTRUCTED" drawings.

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: JANTZEN BEACH INFORMATION CENTER Contract No.: 8988

Highway: Pacific Prefix No.: 26-3945

County: MULTNOAMH FAP No.: STATE

ITEM #	ITEM	UNIT	ORIGINAL	SEMI-FINAL	%(+or-)
	SUMMARY				
	Bid Items	$	42,330.00	46,710.01	+10
	Anticipated Items	$	10,500.00	1,625.60	-85
	Contingencies	$	2,377.35	7,008.00	+195
	Engineering	$	5,283.00	5,283.00	0
	Liquidated Damages	$	0.00	0.00	0
		$	60,490.35	60,626.61	0

All substantial changes were evaluated and only those listed below meaningfully affected the total costs:

NONE

8978 7

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: JANTZEN BEACH INFORMATION CENTER

WEEK ENDING: December 8, 1979

SECTION PREFIX: 26-3945

HIGHWAY: PACIFIC

COUNTY: MULTNOMAH

NAME OF JOB: JANTZEN BEACH INFORMATION CENTER

KIND OF WORK: GRADING AND PAVING

CONTRACTOR: DON HAISCH CONSTRUCTION, INC.

CONTRACT NUMBER: 8988

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: JULY 17, 1979

DATE WORK STARTED: AUGUST 8, 1979

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 75

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 75

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 60,490.35

EXCLUSIVE OF ENGINEERING: $ 55,207.35

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 55,343.61

ESTIMATED PERCENT OVERRUN ~~XXXXXX~~: 0.25 %

ENGINEERING AUTHORIZATION: $ 5,283.00

ENGINEERING COST TO DATE: $ 4,750.00

PERCENT OF AUTHORIZATION: 90 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 101

DATE PROJECT WAS COMPLETED: October 12, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		
	100	100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	CONC. WORK		IRRIGATION SYSTEM				
PERCENT	100		100				

		WEATHER	Calendar DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	2	Showers	0		
MONDAY	3	Cloudy	0		
TUESDAY	4	Rain	0		
WEDNESDAY	5	Cloudy	0		
THURSDAY	6	Cloudy	0		
FRIDAY	7	Cloudy	0		
SATURDAY	8	Rain	0		

RECEIVED
DEC 11 1979
CONSTRUCTION
BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnsen
Glenn

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Dec 2 SUNDAY	No Activity
Dec 3 MONDAY	No Activity
Dec 4 TUESDAY	No Activity
Dec 5 WEDNESDAY	No Activity
Dec 6 THURSDAY	No Activity
Dec 7 FRIDAY	No Activity
Dec 8 SATURDAY	No Activity

REMARKS

SUMMARY: No Activity by the Contractor this week.

ANTICIPATED: Will submit Semi-Final Estimate this week. This will be the last Weekly Report for this project.

SIGNED Jerry C. Street LOCATION PORTLAND
JERRY C. STREET, RESIDENT ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT [illegible] COPIES

8988

1-5

INTEROFFICE MEMO

STATE OF OREGON

Highway - Traffic
DEPT.

378-6537
TELEPHONE

DATE: August 1, 1979

TO: D. O. Christensen
Final Design Engineer

FROM: L. E. George
Traffic Engineer

SUBJECT: Jantzen Beach Information Center
~~Pacific Highway No. 1~~
Multnomah County

The subject construction project has been reviewed by this office. Our primary concern is trucks exiting at the most westerly access onto Hayden Island Drive.

Trucks making a left turn from this access would not clear the opposing travel lane if required to stop at the Hayden Island Drive-Pacific Highway (Conn No. 1) Signal.

It is, therefore, recommended that this access be revised as shown on the attachment.

L E George
L. E. George
Traffic Engineer

RTS:jrb

Attachment

cc: Ron Failmezger (A signing plan reflecting these revisions will be forthcoming.)

___ Versteeg ___
___ Anderson ___
I Christensen ___
___ Olson ___
___ Sullivan ___
___ Terpin ___
___ Trout ___
___ Wakerlig ___

RECEIVED
AUG 03 1979
ROAD DESIGN SECTION

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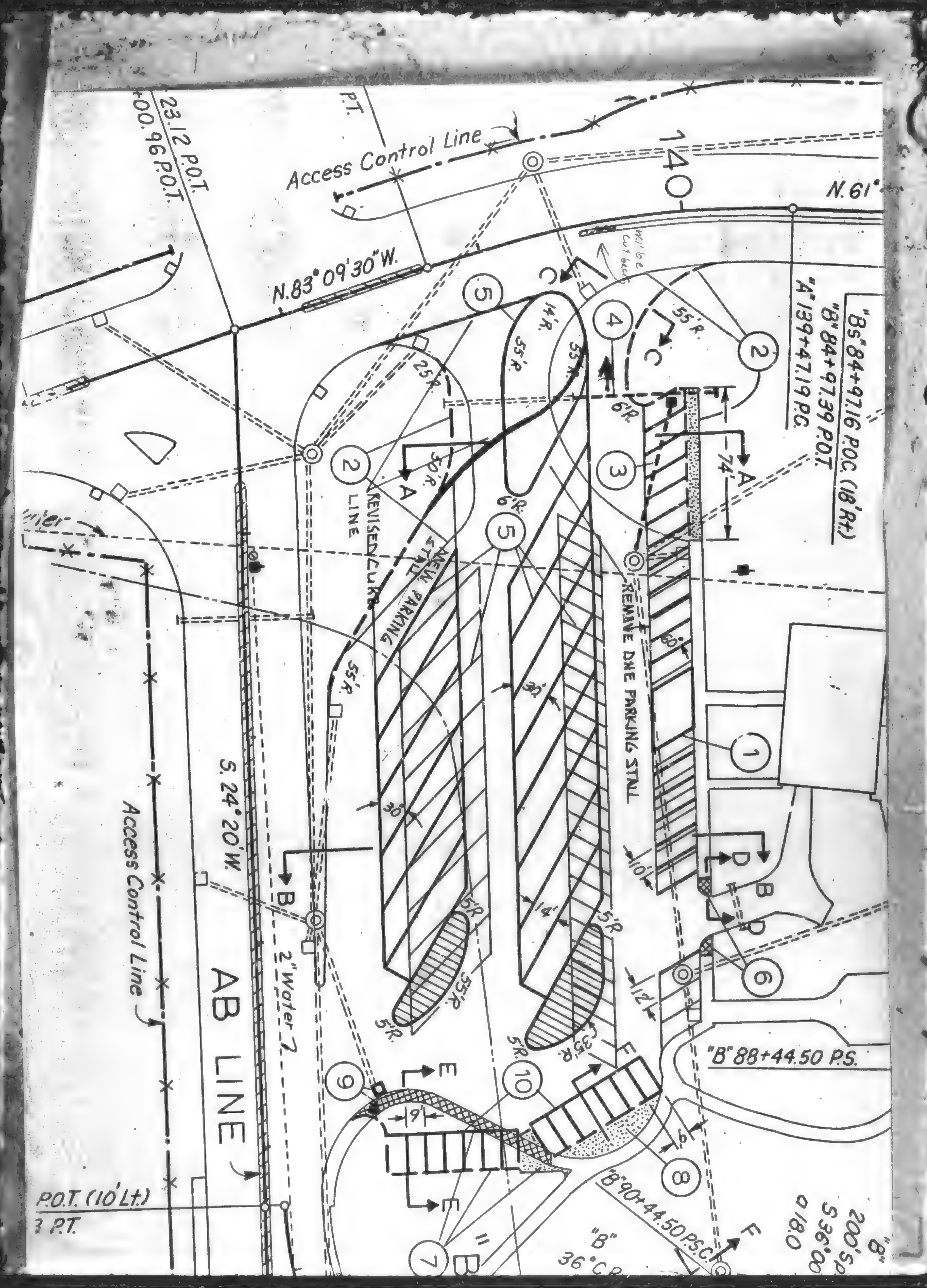
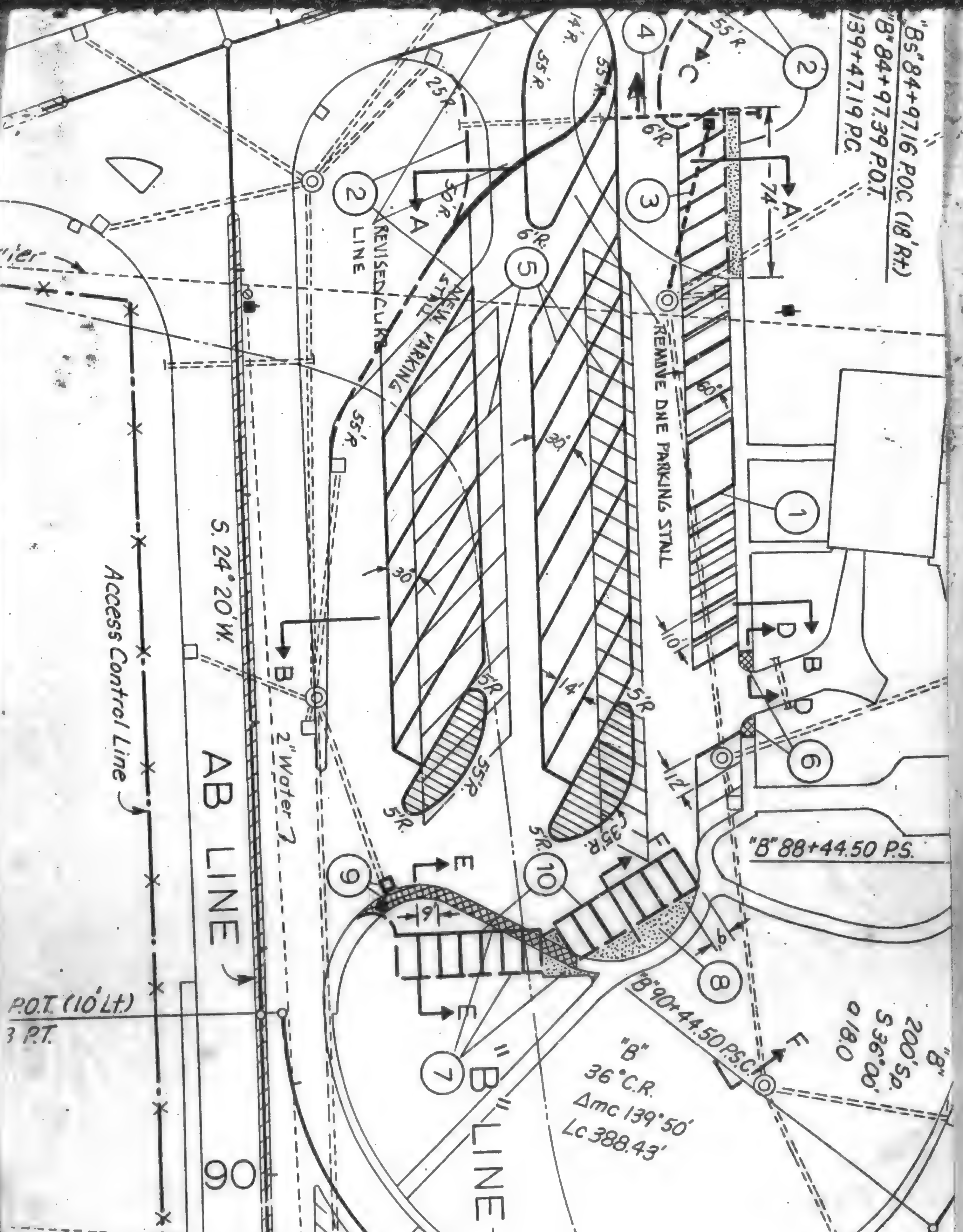
REFERRED TO DM
2 Beard WEB
1 Cole DLC
Stoudenmeyer
Sample
Erikson
Watson
Dorn
Lou
Hager
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER


Access Control Line
P.T.
23.12 P.O.T.
00.96 P.O.T.
140
N.61°
N.83°09'30"W.
will be cut back
"Bs" 84+97.16 P.O.C. (18' Rt.)
"B" 84+97.39 P.O.T.
"A" 139+47.19 P.C.
C
C
5
4
2
14'R.
55'R.
55'R.
55'R.
25'R.
6'R.
6'R.
30'R.
2
A
A
3
74'
REVISED CURB LINE
NEW PARKING STALL
5
REMOVE ONE PARKING STALL
60°
30°
30°
55'R.
1
D
D
B
6
14'
10'
12'
5'R.
5'R.
5'R.
5'R.
55'R.
35'R.
S.24°20'W.
B
2" Water
Access Control Line
AB LINE
"B" 88+44.50 P.S.
9
10
E
E
9'
6
F
F
8
7
"B" 90+44.50 P.S.C.
"B" 36° C.R.
"B"
200' Sp
S.36°00'
a 18.0
P.O.T. (10' Lt.)
3 P.T.


"Bs" 84+97.16 P.O.C. (18' Rt.)
"B" 84+97.39 P.O.T.
139+47.19 P.C.
55'R.
14'R.
55'R.
55'R.
25'R.
6'R.
6'R.
30'R.
74'
60'
30'
30'
14'
10'
12'
5'R.
5'R.
55'R.
5'R.
5'R.
35'R.
55'R.
9'
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⑩
REVISED CURB LINE
NEW PARKING STALL
REMOVE ONE PARKING STALL
S. 24° 20' W.
2" Water
Access Control Line
AB LINE
"B" LINE
90
P.O.T. (10' Lt.)
3 P.T.
"B" 88+44.50 P.S.
"B" 90+44.50 P.S.C.
"B"
36° C.R.
Δmc 139°50'
Lc 388.43'
"B"
200' S.P.
S 36°00'
a 18.0

8988

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. E. S. Hunter
Asst. State Highway Engineer

DATE: May 24, 1979

FROM: Walter J. Hart
Walter J. Hart
Bridge Engineer

SUBJECT:
Analysis of Building Project
No. 8 bid on May 24, 1979

NOTED
E. S. HUNTER

The low bid on Jantzen Beach Information Center Project, received on May 24, 1979, was above the Engineer's Estimate by 94%.

The single bidder totally misinterpreted the intent of the bidding documents on two items of work—roofing and gutters and flashing. I do not consider this to be a responsive bid and recommend that the bid be rejected. The project will be analyzed and re-advertised at a later date.

I also recommend that we relax the requirement that 50% of the work must be done by the contractor's own forces. This project is small, with a number of specialized items. Any way that we can encourage competition on these small jobs must be done.

GJB:dh

cc D. H. Moehring
C. T. Keasey
J. H. Versteeg

81-125-1387

Salem, Oregon
May 11, 1979

Jantzen Beach

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
May 24, 1979 Bid Letting

F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened May 24 on the following projects:

1. Broadway @ 16th Street (North Bend)
   Cape Arago Highway, Coos County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Esplanade Street-Shasta Way
   Klamath Falls-Malin Highway, Klamath County
   Traffic Signals

   Same as No. 1.

3. N.E. Halsey Street at N.E. 223rd Avenue
   FAP No. IX-9867-2, Multnomah County
   Traffic Signals

   Same as No. 1.

4. Beaver Creek Bridge
   Powers Highway, Coos County
   Structure
   0 to 6-foot shoulders on approaches; 6-foot shoulders on structure

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

5. Ochoco Highway-Ochoco Ranger Station
   Ochoco Ranger Station Road, Crook County
   Grading and Oiling
   28-foot roadway including 3-foot gravel shoulders

   Same as No. 4.

6. N. Umpqua River (Winchester) Bridge
Pacific Highway, Douglas County
Structures
Redecking structure

Same as No. 1.

7. Grants Pass Pavement Marking
City Streets, Josephine County
Pavement Marking

Same as No. 1.

8. Jantzen Beach Information Center
Pacific Highway, Multnomah County
Earthwork, Paving and Building
Sidewalks and ramps to be constructed for pedestrian and bicycle use

9. S.E. Morrison Bridge Ramp
Pacific Highway East (Grand Ave.), Multnomah County
Grading, Paving and Signals
Existing 12-foot sidewalk on east side of Grand Avenue to remain in place

10. Deschutes River (Sherars) Bridge
Sherars Bridge Highway, Wasco County
Structure
20-foot roadway with 4-foot shoulders on structure and approaches

Same as No. 4.

11. Willamina Avenue-26th Avenue (Forest Grove)
Main Street (Washington County)
Grading and Paving
40-foot street, curb-to-curb, with 5-foot sidewalks to be constructed

12. S. Unit Astoria-Camp Rilea
Oregon Coast Highway, Clatsop County
Grading and Paving
Shoulders will be striped and signed as a bikeway

13. Bend S.C.L.-Murphy Road
The Dalles/California Highway, Deschutes County
Grading and Paving
Shoulders will be striped and signed as a bikeway

14. N.E. Umatilla Street and N.E. 4th Avenue (Sutherlin)
City Streets, Douglas County
Grading and Paving
5-foot sidewalks with pedestrian ramps to be constructed

15. Progress Interchange Off Ramp to
Scholls Ferry Road, Washington County
Grading, Paving and Signals

    Same as No. 4.

16. Shaniko-The Dalles/California Highway
Sherman Highway, Wasco County
Oiling
32 to 40-foot roadway with 4-foot shoulders

    Same as No. 4.

RPS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8988 1-5

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mr. J. H. Versteeg
Head of Engineering

DATE: January 5, 1979

SUBJECT:

Jantzen Beach Info Center
[redacted]

R.W. Ellison

FROM: R. W. Ellison
Assistant Structural
Design Engineer

Enclosed is the Engineer's Estimate, Estimated Construction Authorization, and a list of anticipated items for Jantzen Beach Info Bldg. remodeling and installation of a new toilet building.

The anticipated item list also includes instructions as to priorities of these anticipated items. The amount of monies available for this work will depend on the bid amount of the contract. The total construction budget must not exceed $100,000.

GJB:dh
Enclosures

cc E. S. Hunter /w/ encl.
C. T. Keasey /w/ encl.
E. L. Hardt /w/ encl.
Jerry Street /w/ encl.
Maurice Payne /w/ encl.

REFERRED TO
Beard ✓ Stoudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
Art 0.6 3 Sullivan
Scott
Anderson

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81-125-1387

JANTZEN BEACH INFO CENTER

Building Remodeling
and
Construct Type 4 Toilet Building

Estimate of Contract Cost

Item No.			
1	Mobilization	L.S.	$ 8,000
2	Remodel Information Bldg.	L.S.	21,000
3	Construct Type 4 Toilet Bldg.	L.S.	52,500
	Estimated Contract Amount		$81,500

Section Jantzen Beach Info Center

Programming Estimate $100,000

Highway Pacific Highway (I-5)

Project Length ---

County Multnomah

Completion Time May 1 - Remodel
June 1 - Toilet Bldg.

Kind of Work Const. Toilet Bldg. & Remodel Bldg.

Prefix 26-3944

FA Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 81,500
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees	$ 300	
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished (see attached sheet)	4,900	
Install Water Meter		$ 6,500
Furnish Water & sewer hookup fee	1,300	
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 88,000
Contingencies (4-1/2%)		4,000
Engineering (%)		8,000
SUBTOTAL		$ -----
Credit for		
Estimated Net Authorization, Construction		$100,000

APPROVED

Road Design Engineer

JANTZEN BEACH INFORMATION CENTER

Anticipated items (state-furnished):

The following anticipated items to be done by State Force Order, Price Agreement or Extra Work Order in the priority listed using funds remaining in authorization after a contract is awarded. The Project Authorization shows $4,900 for these items. The actual amount available may vary from this depending on the actual amounts of the contract, permit fees, plus contingency and engineering allowances.

Orders for anticipated items should be executed immediately after contract award so that the work may be completed prior to the beginning of the tourist season

PRIORITY LIST

1. Install Carpeting in Travel Info Area	$ 2,200
2. Roofing, flashing and gutter repair	3,000
3. Sidewalk ramps (State Forces)	1,000
4. Signing (see Sign Plan) "Welcome to Oregon, directional signing, handicamp ramps and parking"	1,500
5. Install carpeting (PUC Office)	3,200
6. Exterior painting or stucco	2,400
7. Lunchroom accessories	2,000
Total of above	$ 15,300
Amount shown in Construction Authorization	$ 4,900

8988

1-5

STATE OF OREGON

INTEROFFICE MEMO

DATE: December 28, 1978

TO: Memo to the Files

FROM: R. W. Ellison
Assistant Structural
Design Engineer

ORIGINAL SIGNED
R.W. ELLISON

SUBJECT: Jantzen Beach Info Center
Revision
Sewer Connection Fee

Today Ed Hardt, Region 1 Engineer, informed me that he has been in contact with Les Buell of Hayden Island, Inc., regarding sewage disposal and water supply for the subject project. The existing building is connected to the Hayden Island sewage disposal and water supply systems. There is apparently no problem in connecting the proposed toilet building to these systems. There will be an approximate $1,300 fee for adding the toilet building to the sewage disposal system....no water fee.

This hook-up fee must come out of the total money available for this project. The fee can be included as an additional anticipated item in the project authorization and paid by the resident engineer.

RWE:dh

cc E. L. Hardt
Jack Sullivan
G. J. Ballard

1 Versteeg ✓
Christensen
George
Olson
Terpin
2 Sullivan
Scott
Anderson

At ✓
copy [illegible]
O.D.

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81-125-1387

8788.

1-5

ROBERT W. STRAUB
GOVERNOR

Public Utility Commissioner of Oregon

LABOR & INDUSTRIES BUILDING, SALEM 97310 PHONE (503) 378- 6646

September 1, 1978

D. O. Christensen
Final Design Engineer
State Highway Division
Salem, OR 97310

The receipt of your interoffice memo of August 24, regarding signing at [redacted] is appreciated.

It is noted that the exit sign for northbound traffic includes "PUC-Permits." Such identification, however, is not included at the southbound exit, which is used by the bulk of the motor carriers obtaining PUC permits and paying Highway Use taxes at Jantzen Beach. If a trucker should pass this exit, he is not likely to attempt to come back to the PUC office for his permit.

So that truckers entering Oregon via the Interstate Bridge will have every opportunity to exit the freeway for the PUC office, it is recommended that "PUC-permits" be included in the exit sign, in addition to the existing PUC-designated signs, for southbound traffic.

Jack Hopkins
Motor Carrier Registration & Accounts

kc/1960C

REFERRED TO
✓ Beard WGB Stoudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Leu
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
I Christensen DOC
George
Olson
Terpin
Sullivan
Scott
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RECEIVED
SEP 06 1978
ENGINEERING
SECTION

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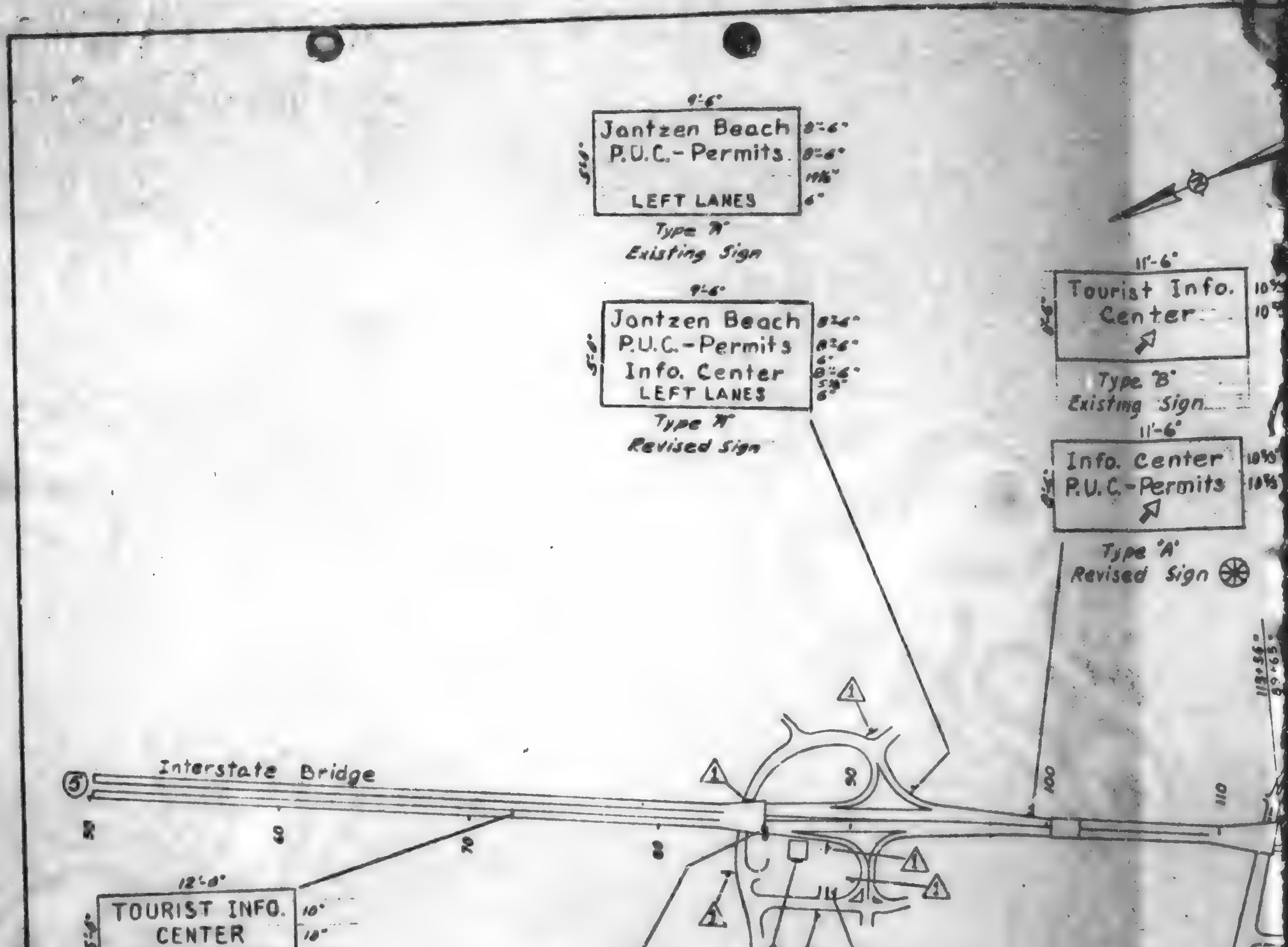
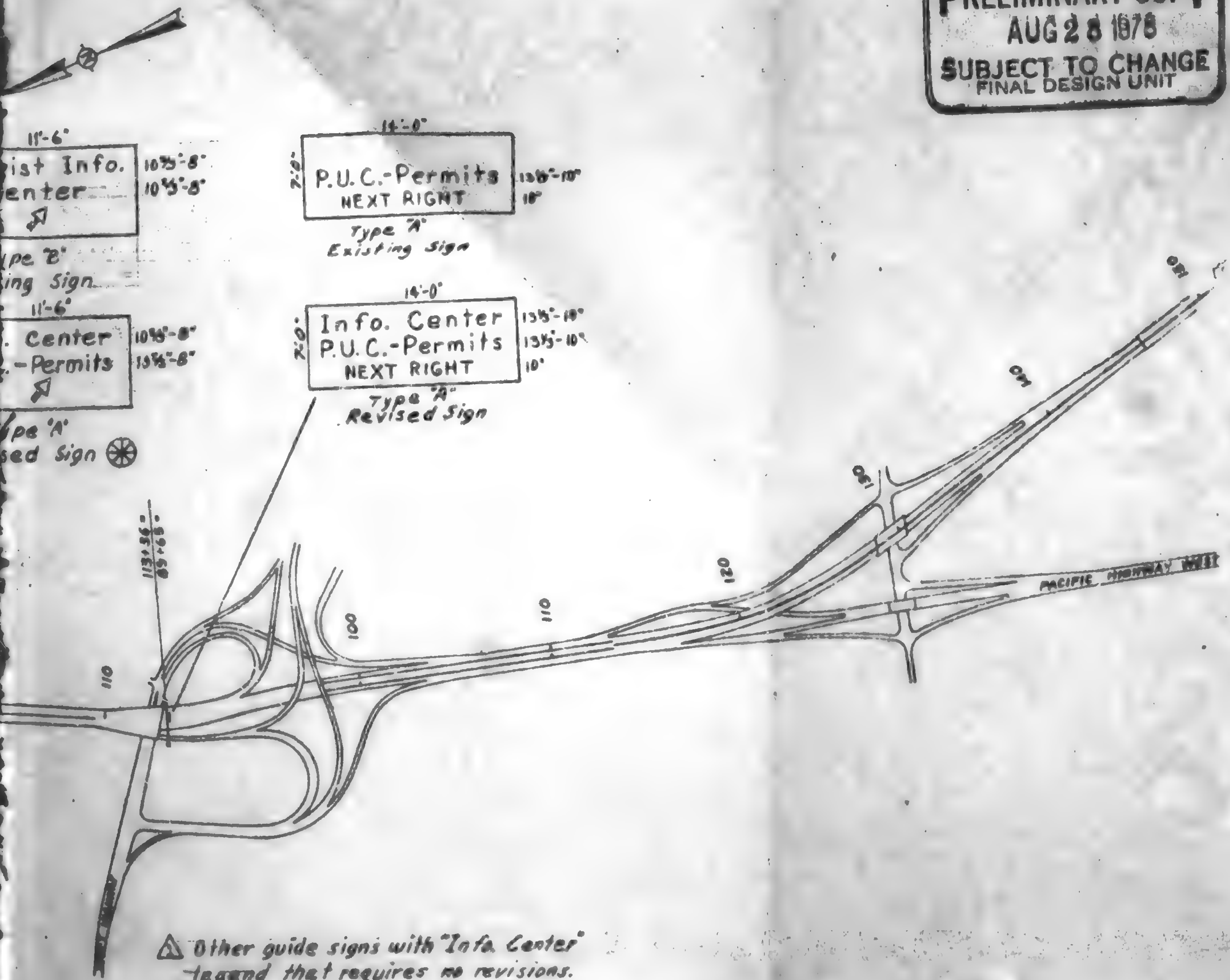
I called Mr Hopkins on 9-7-78
and informed him that
existing signing did sign for PUC
Doc

ORS 756.040(1) The commissioner . . . "shall represent the customers of any public utility, railroad, air carrier or motor carrier, and . . . he shall make use of the jurisdiction and power of his office to protect such customers, and the public generally, from unjust and unreasonable exactions and practices and to obtain for them adequate service at fair and reasonable rates."


9'-6"
Jantzen Beach
P.U.C.-Permits
LEFT LANES
Type "A"
Existing Sign
9'-6"
Jantzen Beach
P.U.C.-Permits
Info. Center
LEFT LANES
Type "A"
Revised Sign
11'-6"
Tourist Info.
Center
Type "B"
Existing Sign
11'-6"
Info. Center
P.U.C.-Permits
Type "A"
Revised Sign
5
Interstate Bridge
100
110
12'-0"
TOURIST INFO.
CENTER
NEXT RIGHT
Type "B"
Existing Sign
10'-0"
Tourist Info.
Center
Jantzen Beach Int.
Type "B"
Existing Sign
12'-0"
Information
Center
NEXT RIGHT
Type "A"
Revised Sign
10'-0"
Information
Center
Type "A"
Revised Sign

PRELIMINARY COPY
AUG 28 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT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sed Sign
14'-0"
7'-0"
P.U.C.-Permits
NEXT RIGHT
13⅗"-10"
10"
Type "A"
Existing Sign
14'-0"
7'-0"
Info. Center
P.U.C.-Permits
NEXT RIGHT
13⅗"-10"
13⅗"-10"
10"
Type "A"
Revised Sign
113+56
89+68
110
100
110
120
130
140
150
PACIFIC HIGHWAY WEST

△ Other guide signs with "Info. Center" legend that requires no revisions.

⊛ These signs are to change from blue background to green background.

All signs not shown to remain in place.

SIGNING PROJECT

JANTZEN BEACH INFORMATION CENTER PACIFIC HWY. (I-5) - MULTNOMAH CO.			
Action	Date	Signature	Title
Submitted	7-24-78	Doug Hofstetter	Traffic Control Engr.
Approved	7-26-78	G. J. Bevage	Sign Engineer
"	7-?-78		Traffic Engineer
"			Asst. Hwy. Engr.
Accepted			

8788 1-5

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

DATE: August 24, 1978

TO: D. O. Christensen
Final Design Engineer

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Signing
Jantzen Beach Information Center
Pacific Hwy (I-5)
Multnomah County

Attached are two prints of the approved sign study plans for the above-named project.

L E George
L. E. George
Traffic Engineer Supervisor

ELS:tk
Attachments

cc: (with attachments):
R. N. Bothman
E. L. Hardt
V. B. Fryer
F. T. Lacey
Marion Baker

____Versteeg____
1 Christensen DOC
____George____
____Olsen____
____Terpin____
____Sullivan____
____Scott____
____Savage____

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AUG 25 1978
ENGINEERING SECTION

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____Cole____ Sample____
____Eriksen____ 1 Watson SW
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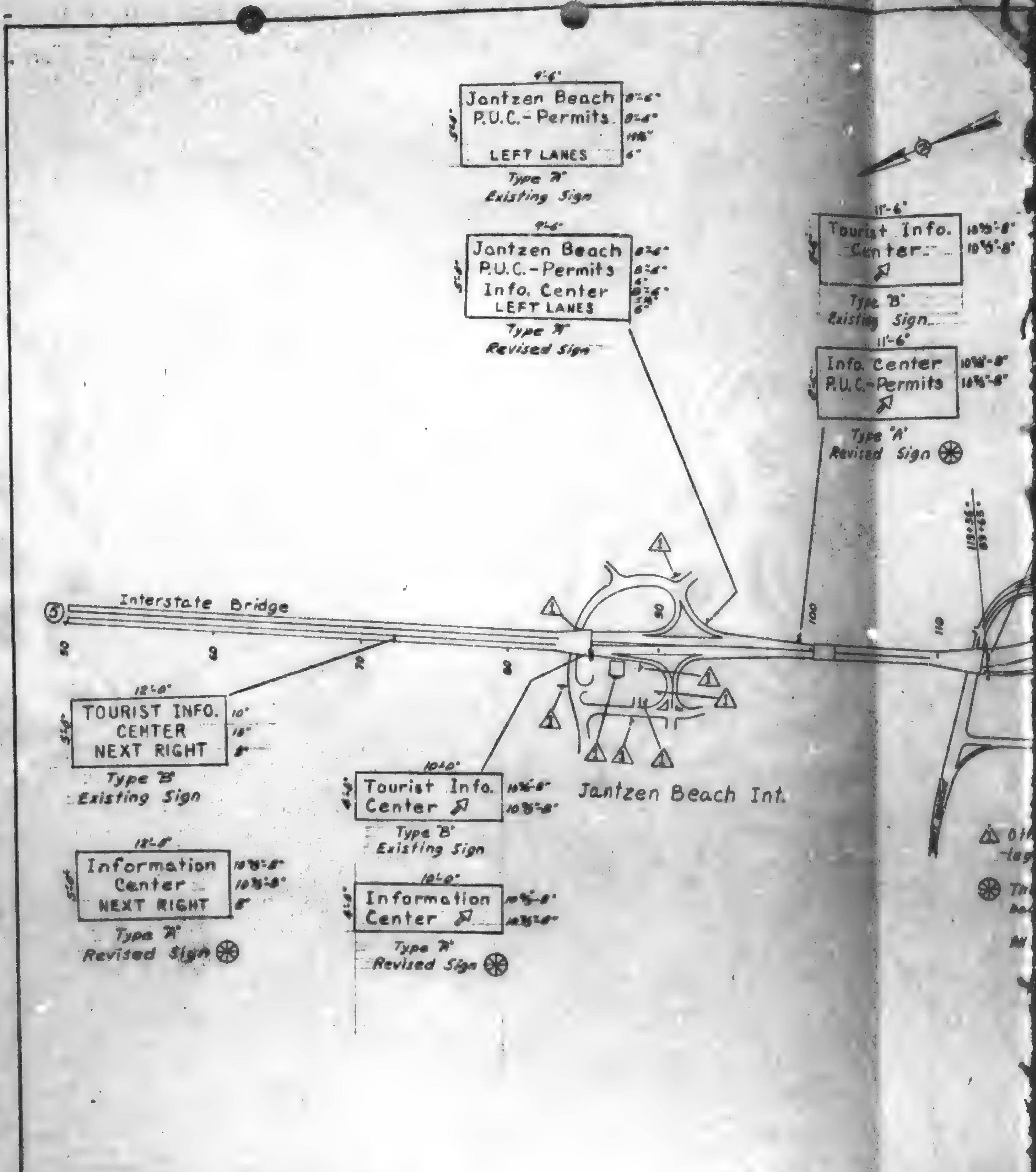
BY FINAL DESIGN ENGINEER
1 plan kept by Beard

81-125-1387


9'-6"
Jantzen Beach
P.U.C.-Permits
LEFT LANES
Type "A"
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9'-6"
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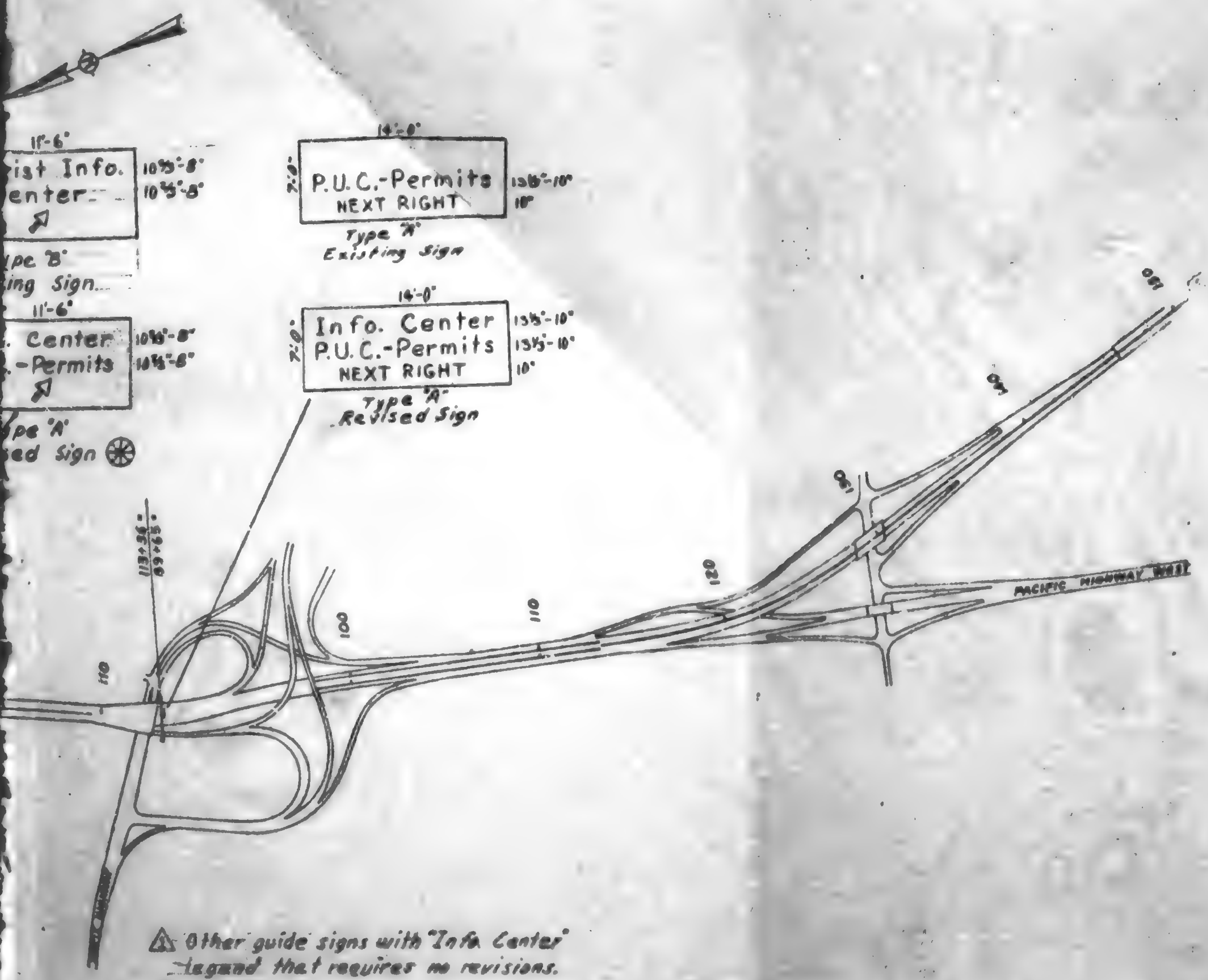
Type "A"
Revised Sign
11'-6"
Tourist Info.
Center
Type "B"
Existing Sign
11'-6"
Info. Center
P.U.C.-Permits
Type "A"
Revised Sign
5
Interstate Bridge
12'-0"
TOURIST INFO.
CENTER
NEXT RIGHT
Type "B"
Existing Sign
10'-0"
Tourist Info.
Center
Type "B"
Existing Sign
Jantzen Beach Int.
12'-0"
Information
Center
NEXT RIGHT
Type "A"
Revised Sign
10'-0"
Information
Center
Type "A"
Revised Sign


11'-6"
…ist Info.
…enter
Type "B"
…ing Sign
11'-6"
… Center
…-Permits
Type "A"
…ed Sign
14'-0"
7'-0"
P.U.C.-Permits
NEXT RIGHT
13⅓"-10"
10"
Type "A"
Existing Sign
14'-0"
7'-0"
Info. Center
P.U.C.-Permits
NEXT RIGHT
13⅓"-10"
13⅓"-10"
10"
Type "A"
Revised Sign
10⅔"-8"
10⅔"-8"
110
100
110
120
130
140
150
PACIFIC HIGHWAY WEST

⚠ Other guide signs with "Info Center" legend that requires no revisions.

⊛ These signs are to change from blue background to green background.

All signs not shown to remain in place.

SIGNING PROJECT

JANTZEN BEACH INFORMATION CENTER PACIFIC HWY. (I-5) - MULTNOMAH CO.			
Action	Date	Signature	Title
Submitted	1-26-78		Traffic Control Engr.
Approved	7-26-78	G. S.	Sign Engineer
●	[illegible]		Traffic Engineer
●			Asst. Hwy. Engr.
Accepted			

1979 Beaver Sl. (McLean) 8989
& Clatskanie Sl. (Erickson) Br.
(gr, pav, & structures)

C&A 6246 2-8-78
C&A 9792 9-13-77

Rec'd P.O. 402. $3000.00 7/20/78

5-8211

Budget Rec'd
Plan 1/18/78

PC for Milan permit
5-8211

-89 89

HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE 6/21/82

PURCHASE ORDER NUMBER

☐ PARTIAL ☒ FINAL

PRIOR REQUEST NUMBER

BILLING REQUEST NUMBER CC-82-13

CODE

BILL TO:

Columbia County Board of Commissioners
Courthouse
St. Helens, Oregon 97051

CREDIT DISTRIBUTION

321.00	$34,768.23
205-1090-296-00-000	34,768.23
205-1090-297-00-000	(34,768.23)

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Beaver Slough (McLean) Bridge & Clatskanie Slough (Erickson) Bridge County Road in Columbia County SOS-500(1)	
Total Project Cost	$601,601.12
Less: Federal Participation	415,532.89
Less: County Advance Deposit	186,300.00
Refund Due County	$ 231.77

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

Harold Reynoldson PH: 378-6011 FOR CORRECTNESS OF CHARGES
OR Diane Galida PH: 378-5035 PREPARER OF INVOICE

COLUMCO 002424

Advance Deposit Amount	$ 186,300.00
Advance Deposit Previously Transferred to Highway Fund	$ 151,300.00
Balance	$ 35,000.00
Transfer to Highway Fund	$ 34,768.23
Refund Due	$ 231.77

AMOUNT DUE $

SUBMITTED BY

APPROVED BY

734-1191 (9-81)

8989

P

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** June 17, ~~19872~~ 1982

COUNTY Columbia **Contract No.** 8989 **Date Completed** April 8, 1980

PROJECT # SOS-0500(1) **Section** Beaver and Claskanie Bridges

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payment to Contractor	$563,131.99
Engineering - Consultant	31,115.00
State	7,165.10
Audit	189.03
TOTAL	$601,601.12

TOTAL PROJECT COST	$601,601.12
FED. FUNDS COLLECTED	415,532.89
COUNTY ADVANCE DEPOSIT	186,300.00
REFUND DUE COUNTY	$ 231.77

Reference: **Billing Form** CC 82-13

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	Beaver Slough (McLean) Bridge & Clatskanie Slough (Erickson) Bridge County Roads in Columbia County					
	Construction					
	Type Code X081					
	Structure, Erickson Br. #1339A (Sta. 6+19 To Sta. 7+87) & McLean Br. #13818A (Sta. 3+35 To 5+75)					
	Formal Contract Payment Summary	Lump Sum			$446,015.81	
	Total Participating Construction				$446,015.81	
	Construction Engineering					
	OSEC Consulting Engineering (State)	All Required			31,115.00	
	State	All Required			7,153.62	
	Total Participating Construction Engineering				$ 38,268.62	
	Misc. Project Cost					
	Audit Expense	All Required			189.03	
	Total Participating Project Cost				$484,473.46	
	Nonparticipating Project Cost					
	Interest on Final Billing	All Required			1,660.16	
	Construction Engineering (State)	All Required			11.48	
	Formal Contract Payment Summary	Lump Sum			115,456.02	
	Total Nonparticipating Cost				$117,127.66	
	Total Project Cost				$601,601.12	
	Prepared based on Participating Costs as shown on Federal Billing as of 4/8/82.					
	AMOUNT CARRIED FORWARD					

205-1090

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO. 303-0500(1)

VOUCHER PERIOD From: 4-10-78 To: 6-20-81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
			* Federal Fund Limited		
$601,601.12	$484,473.46	85.77%	$415,532.89	$415,532.89	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		4/2/82 V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
                            205    1085     900     00 P 1                                                       366.92    78    81
                            205    1085     915     00 P 1                                                       156.84    79    79
                            205    1085     920     00 P 1                                                        13.43    78    78
                                            TOT     P1                                                        42,879.26
                                            TOT     N1                                                            40.19
                                        ** JOB TOTALS **                 **                  **               42,919.45  **

                                                                                                                      STATE
 BEAVER SLOUGH BRS          CONT NO 8989 * FA PROJ NOS SOS 500001 100 SOS 500001
                            205    1090     201     00 P 1    115,456.02CR        118,240.15CR       446,015.81    79    82
                            205    1090     201     00 N 1    115,456.02          115,456.02         115,456.02    82    82
                            205    1090     204     00 P 1                          3,111.99                       80    81
                            205    1090     204     00 P 2                            653.29                       80    81
                            205    1090     204     00 N 1                          4,221.73                       79    81
                            205    1090     204     00 N 2                          6,012.99                       79    81
                            205    1090     206     00 N 1                          1,660.16           1,660.16    81    81
                            205    1090     296     00 N 9                                           566,832.89CR  79    80
                            205    1090     297     00 N 9                                           151,300.00    79    79
                            205    1090     298     00 N 9                                           415,532.89    79    80
                            205    1090     900     00 P 1      1,326.68            1,372.04          37,871.73    79    82
                            205    1090     900     00 P 2      1,326.68CR          1,326.68CR                     79    82
                            205    1090     900     00 N 1                                                11.48    80    80
                            205    1090     915     00 P 1                                               189.03    80    80


 TOTAL TO DATE JOB COST SUMMARY                                           APRIL 1982         PAGE  139

                                                                             FISCAL          GRAND TOTAL     ACTIVE YRS
 DESCRIPTION OF JOB OR DEPARTMENT    PREFIX      FUNCTION   GR  CURRENT MONTH  YEAR TO DATE     TO DATE       BEG    END
                            205    1090     920     00 P 1         16.06               16.06              61.42    79    82
                            205    1090     920     00 P 2         16.06CR             16.06CR                     79    82
                            205    1090     940     00 P 1                                                52.92    81    81
                            205    1090     945     00 P 1                            207.84             282.55    81    81
                                            TOT     P1        114,113.28CR        113,532.22CR       484,473.46
                                            TOT     P2          1,342.74CR            689.45CR
                                            TOT     N1        115,456.02          121,337.91         117,127.66
                                            TOT     N2                              6,012.99
                                        ** JOB TOTALS **                 **        13,129.23  **     601,601.12  **

                                                                                                                      STATE
 WESTPORT SL BR             CONT NO 9423   FA PROJ NOS BROS500004 100
                            205    1099     296     00 N 9      1,817.27CR         11,769.00CR        11,769.00CR    82    82
                            205    1099     297     00 N 9        534.26            7,196.40           7,196.40    82    82
                            205    1099     298     00 N 9      1,283.01            4,572.60           4,572.60    82    82
                            205    1099     900     00 P 1         83.27              292.59             292.59    82    82
                            205    1099     904     00 P 1        686.11            4,154.03           4,154.03    82    82
                            205    1099     920     00 P 1                            101.11             101.11    82    82
                            205    1099     940     00 P 1         47.55               47.55              47.55    82    82
                            205    1099     944     00 P 1                            311.48             311.48    82    82
                            205    1099     945     00 P 1                             14.61              14.61    82    82
                            205    1099     948     00 P 1        786.10              801.58             801.58    82    82
                                            TOT     P1          1,603.03            5,722.95           5,722.95
```

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                                   205    1085     900     00 P 1                                                   366.92           81
                                   205    1085     915     00 P 1                                                   156.84    79     79
                                   205    1085     920     00 P 1                                                    13.43    78     78
                                                   TOT     P1                                                    42,879.26
                                                   TOT     N1                                                        40.19
                                               ** JOB TOTALS **                **                 **             42,919.45  **

BEAVER SLOUGH BRS         CONT NO 8989 * FA PROJ NOS SOS 500001 100 SOS 500001                                               STATE
                                   205    1090     201     00 P 1   115,456.02CR       118,240.15CR       446,015.81    79     82
                                   205    1090     201     00 N 1   115,456.02         115,456.02         115,456.02    82     82
                                   205    1090     204     00 P 1                        3,111.99                       80     81
                                   205    1090     204     00 P 2                          653.29                       80     81
                                   205    1090     204     00 N 1                        4,221.73                       79     81
                                   205    1090     204     00 N 2                        6,012.99                       79     81
                                   205    1090     206     00 N 1                        1,660.16           1,660.16    81     81
                                   205    1090     296     00 N 9                                         566,832.89CR  79     80
                                   205    1090     297     00 N 9                                         151,300.00    79     79
                                   205    1090     298     00 N 9                                         415,532.89    79     80
                                   205    1090     900     00 P 1     1,326.68           1,372.04          37,871.73    79     82
                                   205    1090     900     00 P 2     1,326.68CR         1,326.68CR                    ,79     82
                                   205    1090     900     00 N 1                                              11.48    80     80
                                   205    1090     915     00 P 1                                             189.03    80     80




TOTAL TO DATE JOB COST SUMMARY                                                     APRIL 1982       PAGE  139

                                                                                     FISCAL        GRAND TOTAL     ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH    YEAR TO DATE        TO DATE       BEG    END
                                   205    1090     920     00 P 1        16.06              16.06              61.42    79     82
                                   205    1090     920     00 P 2        16.06CR            16.06CR                     79     82
                                   205    1090     940     00 P 1                                              52.92    81     81
                                   205    1090     945     00 P 1                           207.84             282.55    81     81
                                                   TOT     P1       114,113.28CR       113,532.22CR       484,473.46
                                                   TOT     P2         1,342.74CR           689.45CR
                                                   TOT     N1       115,456.02         121,337.91         117,127.66
                                                   TOT     N2                            6,012.99
                                               ** JOB TOTALS **                **       13,129.23  **     601,601.12  **

WESTPORT SL BR            CONT NO 9423   FA PROJ NOS BROS500004 100                                                          STATE
                                   205    1099     296     00 N 9     1,817.27CR        11,769.00CR        11,769.00CR  82     82
                                   205    1099     297     00 N 9       534.26           7,196.40           7,196.40    82     82
                                   205    1099     298     00 N 9     1,283.01           4,572.60           4,572.60    82     82
                                   205    1099     900     00 P 1        83.27             292.59             292.59    82     82
                                   205    1099     904     00 P 1       686.11           4,154.03           4,154.03    82     82
                                   205    1099     920     00 P 1                          101.11             101.11    82     82
                                   205    1099     940     00 P 1        47.55              47.55              47.55    82     82
                                   205    1099     944     00 P 1                          311.48             311.48    82     82
                                   205    1099     945     00 P 1                           14.61              14.61    82     82
                                   205    1099     948     00 P 1       786.10             801.58             801.58    82     82
                                                   TOT     P1         1,603.03           5,722.95           5,722.95
```

B01

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

06/03/82

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
203-1015	1	RRO -000S-108 APPR-685	88,199.00	98,086.09	98,018.55	90.00	88,216.70	88,199.00	17.70 B	
	2	RRP -000S-:08 APPR-139	66,990.00	63,779.05	63,730.15	90.00	57,357.14	57,357.14		
203-1015		PREFIX TOTALS	155,189.00	161,865.14	161,748.20		145,573.84	145,556.14	17.70	
203-1017	1	XI -9659-006 APPR-823	200.00	401.09	386.56	85.00	328.58	200.00	128.58 B	
203-1021	1	XI0 -9702-004 APPR-772	59,805.98	56,327.97	56,213.02	85.00	47,781.07	47,781.07		
203-1028	1	SOS -0300-008 APPR-680	77,257.00	82,980.09	82,468.59	85.77	70,733.31	70,733.31		
203-1033	1	XI -9721-002 APPR-823	43,318.00	13,495.71	10,443.11	85.00	8,876.64	8,364.47		512.17
	2	XI0 -9721-002 APPR-772				85.00				
203-1033		PREFIX TOTALS	43,318.00	13,495.71	10,443.11		8,876.64	8,364.47		512.17
203-1034	1	XI0 -9702-006 APPR-772	103,700.00	73,005.23	73,005.23	85.00	62,054.45	60,714.99		1,339.46
203-1036	1	XI0 -9665-011 APPR-772	151,298.00	7,585.45	7,585.45	85.00	6,447.63	6,388.64		58.99
203-1057	1#	M -000S-001 APPR-W36	196,735.30	229,553.86	229,295.22	85.80	196,735.30	196,735.30		
203-1084	1	PMS -000S-065 APPR-140	5,200.00	659.11	644.84	100.00	644.84	644.84		
203-1089	1#	PMS -000S-070 APPR-140	821.60	858.95	821.60	100.00	821.60	821.60		
203-1097	1#	SRS -000S-108 APPR-148	1,074.65	1,246.13	1,194.06	90.00	1,074.65	1,074.65		
205-1001	1	PMS -000S-109 APPR-140	32,863.00	135.08	135.08	100.00	135.08	135.08		
205-1085	1	RRO -000S-041 APPR-685	53,856.00	42,919.45	42,879.26	90.00	38,591.33	38,591.33		
205-1090	1#	SOS -0500-001 APPR-680	415,532.89	601,601.12	484,473.46	85.77	415,532.89	415,532.89		
	2#	SOS -0500-001 APPR-680				85.77				
2[illegible]1090		PREFIX TOTALS	415,532.89	601,601.12	484,473.46		415,532.89	415,532.89		
205-1099	1	BROS-0500-004 APPR-117	260,163.00	133,492.42	133,492.42	80.00	106,793.94	106,735.46		58.48
206-1058	1	SOS -0600-001 APPR-680	209,425.00	270,458.94	275,936.12	76.94	212,305.25	209,425.00	2,880.25 B	
	2	BROS-0600-001 APPR-117	138,820.00	187,751.01	180,602.32	76.94	138,955.43	138,820.00	135.43 B	
206-1058		PREFIX TOTALS	348,245.00	458,209.95	456,538.44		351,260.68	348,245.00	3,015.68	
207-1045	1#	OS -0700-001 APPR-627	337,991.41	479,180.29	393,929.38	85.80	337,991.41	337,991.41		
207-1047	1*	SOS -0700-002 APPR-680	131,820.22	149,551.19	149,489.93	88.18	131,820.22	131,820.22		

- 8989

P

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: C. T. Keasey
Ass't. State Highway Engineer

DATE: September 1, 1981

FROM: R. D. Church
Contract Payments Coordinator

SUBJECT: Interest Payment
Contract 8989
Beaver Sl. (McLean) & Clatskanie Sl.
(Erickson) Bridges
Columbia County

Attached is a copy of the Final Contract Payment Summary for the subject project, which was a County Road (SOS) project.

As you will note, we paid interest on the final payment in the amount of $1,660.16. This is the largest interest payment I can recall and came about as follows:

2nd Notif.	4-08-80
3rd Notif.	6-27-80
Semi-final data recd.	9-04-80
Final Quantities recd.	2-19-81
Matls. Report & Const. Accept. Recd.	6-19-81
Final Est. prepared	6-19-81
Interest paid to	7-4-81

No. of days paid: 343

Oregon Bridge Engineering Co. was Resident Engineer for this project.

RDC:mk

Attach.

XC: Don Harwell - FYI

1 ASHE K
2 CAE
3 FOE
QCE
SCS
EBO

RECEIVED
SEP 1 1981
CONSTRUCTION
BRANCH

OM
CA
LE
TC
FE
CP

Rp
Dndl

ONTRACT NO. 8989

STIMATE NO. 7F

PO Box 659
Springfield OR 97477

INAL VOUCHER AMOUNT . . . . $ 11,215.87

LUS INTEREST EARNED ON RETAINAGE DEPOSITED IN INTEREST BEARING ACCOUNT . . . . —.

LESS OSHD COSTS FOR ADMINISTERING RETAINAGE (INTEREST BEARING OR SECURITIES) . . . . —.

PLUS INTEREST DUE ON FINAL VOUCHER AMOUNT* 1660.16

TOTAL DUE CONTRACTOR 12,876.03

*INTEREST FROM 7/27/80 - 7/4/81

T. E. Olberg
(DESIGNATED AUTHORITY)

ESTIMATE NO.	DATE PAID	AMOUNT	AMT. ÷ 3000 = INT./DAY	X TOTAL DAYS	= INTEREST DUE
6SF	10956 9/15/80	22,224.74	7.4082	51	377.82
7F	8/27/81	11,215.87	3.7386	343	1282.34
				Total	1660.16

**10TH DAY AFTER MAILING.

Form 734-1388 (rev. 8-79)

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.

...etainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage

RECEIVED
AUG 27 1981
CONTRACT ACCOUNTING

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435.

Form 734-1620X

8989

L

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8989

8-20-81

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 8989

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
SOS-0500(1) & (2)	Columbia	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental, included (1) construction of roadbed subgrade, aggregate base and asphalt concrete pavement, (2) removing two existing bridges, (3) construction of Bridge No. 13818A over Beaver Slough, and (4) construction of Bridge No. 1339A over Clatskanie Slough. The latter bridge is 168.8 feet long and Bridge No. 13818A is 240 feet long. Both bridges are 27.5 feet wide.

Work was completed April 8, 1980 on the Beaver Slough (McLean) and Clatskanie Slough (Erickson) Bridges on two county roads.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Hamilton Construction Co.	$ 530,149.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* E Keasey

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
STATE HWY ENGR
AUG 21 '81
REFER TO Keasey
FOR
File
Act
Sign
D/R
R/D
Inves
Info

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width ____ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*	TYPE CODE NUMBER	NET LENGTH *(Miles)*
	.045		X080	240
	.032		X081	168.8

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
W. N. Bryant, Area Engineer	April 24, 1980

12. IN COMPANY WITH
R. W. Pillsbury, Research, Technology Transfer Engineer (FHWA)

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE Thomas P. Lowe Thomas P. Lowe		16. SIGNATURE G K Hossner G. K. Hossner	
14. TITLE Area Engineer	15. DATE 8-20-81	17. TITLE Field Operations Engineer	18. DATE 8-20-81

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

#8989 7-13-81 File L

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Paul Bros., Inc. No. 8781	Cow Creek Safety Rest Area Douglas County	June 5, 1981
Dales Sand & Gravel Co., Inc. No. 9096	Scholls Hwy. @ Allen Blvd. (Beaverton) Washington County	June 5, 1981
R. L. Coats No. 9028	Plainview Rd.-Deschutes River Deschutes County	June 8, 1981
Oceanlake Paving Co. No. 8969	Port Drive (Depoe Bay) Lincoln County	June 12, 1981
Salem Road & Driveway Company No. 9138	Silverton Rd. NE & Lana Ave. (Salem) Marion County	June 16, 1981
Western Const., Inc. No. 8880	Brogan Hill-Brogan Malheur County	June 17, 1981
Weaver Construction Co. No. 9114	Wenaha River (Troy) Bridge Wallowa County	June 18, 1981
Hamilton Construction Co. No. 8989	Beaver Slough (McLean) & Clatskanie Slough (Erickson) Brs.	June 19, 1981
J. C. Compton Co. No. 9133	W. Cascade Locks Intchge.-Herman Creek, Hood River Co.	June 19, 1981
Tice Electric Co. No. 9154	Sandy Blvd. @ 50th & 70th Aves. Multnomah County	June 25, 1981
Hansen Electric Co., Inc. No. 9168	Oregon Coast Hwy. @ N. 22nd St. (Lincoln City) Lincoln County	June 25, 1981
Stach Construction Co. No. 9206	"D" Canal (6th St.) Bridge Klamath County	June 25, 1981
Roy L. Houck Construction Co. No. 8882	Pine St. NE-Academy St. NE (Salem) Marion County	July 7, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Ajax Electric Co. No. 9131	Portland Traffic Signals @ 5 Locations Multnomah County	July 7, 1981
Weaver Construction Co. No. 9231	Pine Creek (Main St.) Bridge Umatilla County	July 7, 1981
Platt-Kozowski Corp. No. 8919	Applegate River Bridge Josephine County	July 7, 1981

July 13, 1981 CT Keasey

C. T. Keasey
Asst. State Highway Engineer

#8989

June 24, 1981

Hansen & Rowland, Inc. of Oregon
1311 N.W. 21st Avenue
Portland, OR 97209

COR 5
#8989

Gentlemen:

Contract No. 8989 awarded to Hamilton Construction Co. for work on the Beaver Slough (McLean) and Clatskanie Slough (Erickson) Bridges in Columbia County was completed on June 27, 1980 and accepted by the State Highway Division on June 19, 1981.

Final payment in the amount of $11,215.87 will be released to the contractor after June 29, 1981. The total contract amount is $561,471.83 including $9,833.28 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. T. Kessey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

2929

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

In Reply Refer to
File No.

May 6, 1981

WALLY PALMATEER
244 Country Club Road
Eugene, OR 97401

Subject: Erickson Bridge Impact Panel
Columbia County

I have made a number of inquiries after receiving your April 13 letter in which you described a settlement problem on Erickson Bridge. There is general agreement that an impact panel is the proper solution but we have no answer to the question of financing. Erickson Bridge and McLean Bridge were constructed as a single project using Safer Off System Road Funds which were very limited. The contract for the two bridges exceeded the amount of federal money available so a substantial part of the cost was paid entirely by the County. Even had the impact panel been built as part of the construction contract, the cost would have been entirely County responsibility. Further SOSR money has not become available and there seems little likelihood of any further appropriations.

Since the bridge is not on any federal aid highway, there is no opportunity to use federal aid secondary money and Highway Bridge Replacement money is not available for maintenance type work. In short, it appears that the likelihood of any federal assistance in financing the solution to this problem is rather slim, but I am forwarding your letter to our local government program unit in Salem for consideration there. We hold out little promise, but if there is any possibility, I will advise you. I am sorry we can't offer you more encouragement.

Jon Rose
J.R. ROSE
Federal Aid Specialist

JR:JS

cc: S. Hollinger, Columbia County Roadmaster
[redacted]attach)

OBEC **CONSULTING ENGINEERS**

April 13, 1981

Mr. Jon Rose
Region Federal Aid Engineer
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Re: Erickson Bridge

This recently completed project is experiencing sub-surface settlements on the west end of the structure that quite probably were occasioned by the new construction.

As you may recall, the bridge was shortened and additional loading may have been placed on the forward face of the dike and it became unstable.

The end bent of the bridge is holding well, and the movement may be in the toe deep under the water causing general settlement in the range of three (3) feet at the bridge end.

Tentatively we have been authorized by the County to design a reinforced concrete impact panel at the end spanning this area of movement. Our preliminary estimate of cost is $20-$25,000. Sam Hollinger, Roadmaster, wishes us to inquire to see if federal funding can be made available for the correction of the problem.

Will you please inquire from those who might know and get back to me as soon as convenient. The work really needs to be done this summer.

Thank you for your effort.

Sincerely,

W. A. Palmateer
General Manager

WAP:ps

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

8989

4

OREGON STATE HIGH DIVISION
120 DOT Building
Salem, Oregon 97310

ghway # 516

Attention: Right-of-way Section 4-16-81

Subject: Federal Aid Project No. RS-900(1) Prefix 516-1976

Project Name U.S. Hwy 97 - US Hwy 26
Adams Drive

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Madras, Oregon, this 16th day of April, 19 81

County of Jefferson

Herschel Read
County Judge/Chairman

Gordon Galbraith
Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date May 4 1981

Instructions: Complete A or B and C.

8989 .

2.

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Beaver Slough (McLean) & Clatskanie Slough (Erickson) Bridges

WEEK ENDING: April 12, 1980

SECTION PREFIX: 205-1090

HIGHWAY: 2 County Roads

COUNTY: Columbia

NAME OF JOB: Beaver Slough (McLean) & Clatskanie Slough (Erickson) Bridges

KIND OF WORK: Grading, Paving & Structures

CONTRACTOR: Hamilton Construction Co.

CONTRACT NUMBER: 8989

FEDERAL AID PROJECT NUMBER: SOS-0500(1)

DATE OF CONTRACT: July 19, 1979

DATE WORK STARTED: October 1, 1979

ESTIMATED COMPLETION DATE: N/A

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS: N/A

SPECIFIED CALENDAR DAYS: 225

SPECIFIED COMPLETION DATE: N/A

WORK DAYS USED: N/A

CALENDAR DAYS USED: 151

PERCENT OF TIME ELAPSED: 67%

PROJECT AUTHORIZATION: $ 603,024.37

EXCLUSIVE OF ENGINEERING: $ 555,207.46

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 559,000.00

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0.7%

ENGINEERING AUTHORIZATION: $ 47,816.91

ENGINEERING COST TO DATE: $ 47,000.00

PERCENT OF AUTHORIZATION: 98%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

DATE PROJECT WAS COMPLETED: April 8, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%		100%	100%	100%			

		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		0.30	0.30			0.30
MILES PARTIALLY COMPLETED						
MILES COMPLETED		0.30	0.30			0.30
TOTAL ESTIMATED QUANTITIES (CONTRACT)		1,150 cy	1,470 cy			967 T.
TOTAL QUANTITIES CORRECTED TO DATE	(est)	1,750 cy	2,378 cy			1,038.32 T.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	(est)	1,750 cy	2,378 cy			1,038.32 T.
AVERAGE DAILY QUANTITIES		0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		0	0			0
NUMBER OF SHIFTS PER DAY		0	0			0
HOURS PER SHIFT		0	0			0

EQUIPMENT USED DURING THE WEEK: 10-yard dump truck, pickup, 10-ton roller, trailer, portable gas powered broom, Massey Fergusson tractor and hand tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1339A	13818A					
PERCENT	100%	100%					

		WEATHER	Cal WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	6	Rain	1		
MONDAY	7	Cloudy	1		
TUESDAY	8	Cloudy to Rain	1		
WEDNESDAY					
THURSDAY					
FRIDAY					
SATURDAY					

K

RECEIVED
APR 15 1980
CONSTRUCTION
BRANCH

[illegible]
Jackmond
Hopkins
Williams
Johnson
Glenn

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6	No Activity
MONDAY 7	Hauled, placed and compacted all the shoulder rock for the Erickson Bridge site roads and driveways.
TUESDAY 8	Hauled, placed and compacted all the shoulder rock for the McLean Bridge site roads and driveways. Moved all equipment from the project.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
APR 1 4 1980
FILE:

REMARKS

Project is complete as of end of work day Tuesday, April 8, 1980. This is the final weekly report to be submitted for this contract.

SIGNED Gary R. Gilliam LOCATION Eugene, Oregon
Gary R. Gilliam, OBEC Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

-8789

State Copy L

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER - 9-109		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Columbia
MODIFICATION NUMBER 1	9-11-79	Project Number SOS-0500(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 30, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 603,024	$ 603,024
Federal funds	$ 215,000	$ 417,135
Other revisions		

This modification is made for the following reasons:

To increase federal funds by utilizing $202,135 of Appn. Code 680 funds from cancelled construction on project SOS-0500(2).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of September, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Ilen file

Oregon State Highway Division
Salem, OR   August 14, 1979

Federal Aid Project
No. SOS-0500(1)

Beaver Slough (McLean) Bridge &
Clatskanie Slough (Erickson) Bridge
County Roads Columbia County

Revised Project Agreement Estimate

Type Code X081
Structure, Erickson Br. #1339A (Sta. 6+19 to Sta. 7+87)
& McLean Br. #13818A (Sta. 1+35 to 3+75)

Total same as previous estimate of July 24, 1979	$603,024.00

Length of Structures . . . . 0.077 mile

Federal Funds	$417,135.00
County Funds	185,889.00
Total	$603,024.00

Group 1 - 100%
Contract 8989
Prefix 205-1090

8989

STATE COPY

OMB No. 04-R2089 2

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8.21	[illegible]S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 7-30-79	Oregon County Columbia Project No. SOS-0500(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 1 & 1 3/4 mi. North of Clatskanie

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-10-78	.077
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 603,024.00	$ 215,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

xx For: H.S. Coulter
By

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator JUL 3 0 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

C Files

Oregon State Highway Division
Salem, Oregon, July 24, 1979

Federal Aid Project
No. SOS-0500(1)

Beaver Slough (McLean) Bridge
Clatskanie Slough (Erickson) Bridge
Columbia County Roads

Project agreement estimate.

Type Code X081
Structure, Erickson Br. #1339A (Sta. 6+19 to Sta. 7+87)
(Roadway work is considered Incidental)

Mobilization	50% All Required		$ 25,000.00
Temporary Protection and Direction of Traffic	50% All Required		1,250.00
Clearing and Grubbing	All Required		5,000.00
Removal of Structures and Obstructions	All Required		5,000.00
Embankment Foundation Excavation	150 Cu. Yd.	6.00	900.00
Embankment in Place	900 Cu. Yd.	8.00	7,200.00
1"-0 Aggregate Base	1,000 Cu. Yd.	11.00	11,000.00
Class "C" Asphalt Concrete	631 Ton	31.00	19,561.00
Guard Rail, Type 2A	175 Lin.Ft.	17.00	2,975.00
Guard Rail Anchors, Type 1	2 Each	325.00	650.00
Rail End Pieces, Type B	2 Each	90.00	180.00
Rail End Pieces, Type C	2 Each	175.00	350.00
Extra for Asphalt Approaches	1 Each	100.00	100.00
Wood Barricade	1 Each	500.00	500.00
Bridge Removal Work	40% All Required		8,000.00
Structure Excavation	25 Cu. Yd.	23.00	575.00
Furnish Pile Driving Equipment	50% All Required		42,000.00
Furnish 14-inch Prestressed Concrete Piling	1,900 Lin. Ft.	14.00	26,600.00
Drive Prestressed Concrete Piles	1,900 Lin. Ft.	1.00	1,900.00
Structural Concrete, Class 3300 (73 c.y.)	41% All Required		11,070.00
4'x55'/60' Prestressed Slabs	21 Each	3,200.00	67,200.00
Reinforcement (14,400 lbs.)	45% All Required		3,600.00
Metal Rail with Tubing	350 Lin. Ft.	40.00	14,000.00
			$254,611.00

Type Code X081
Structure, McLean Br. #13818A (Sta. 1+35 to Sta. 3+75)
(Roadway is considered incidental work)

Mobilization	50% All Required		$ 25,000.00
Temporary Protection and Direction of Traffic	50% All Required		1,250.00
Embankment Foundation Excavation	80 Cu. Yd.	6.00	480.00
Embankment in Place	250 Cu. Yd.	8.00	2,000.00
1"-0 Aggregate Base	470 Cu. Yd.	11.00	5,170.00
Class "C" Asphalt Concrete	336 Ton	31.00	10,416.00
Guard Rail, Type 2A	188 Lin. Ft.	17.00	3,196.00
Guard Rail, Type 3	100 Lin. Ft.	31.00	3,100.00
Guard Rail Anchors Type 1	1 Each	325.00	325.00
Rail End Pieces, Type B	3 Each	90.00	270.00
Rail End Pieces, Type C	1 Each	175.00	175.00
Extra for Asphalt Approaches	2 Each	100.00	200.00
Bridge Removal Work	60% All Required		12,000.00
Structure Excavation	42 Cu. Yd.	23.00	966.00
Furnish Pile Driving Equipment	50% All Required		42,000.00
Furnish 14-inch Prestressed Concrete Piling	3,180 Lin. Ft.	14.00	44,520.00
Furnish HP 10x42 Steel Piling	80 Lin. Ft.	11.00	880.00
Drive Prestressed Concrete Piles	3,180 Lin. Ft.	1.00	3,180.00
Drive Steel Piles	80 Lin. Ft.	1.00	80.00
Structural Concrete, Class 3300 (73 c.y.)	59% All Required		15,930.00
4'x37'/42' Prestressed Slabs	42 Each	1,900.00	79,800.00
12'-4" Core Floor Panels	4 Each	300.00	1,200.00
Reinforcement (14,400 lbs.)	55% All Required		4,400.00
Metal Rail with Tubing	475 Lin.Ft.	40.00	19,000.00
			$275,538.00

Anticipated Items

Temporary Erosion Control	All Required	$ 400.00
Roadside Seeding & Mulching	All Required	750.00
		$ 1,150.00

Subtotal	$531,299.00
Engineering	71,725.00
Total	$603,024.00

Length of Structures 0.077 mi.

Oregon State Highway Division
Salem, Oregon, July 24, 1979

Federal Aid Project
No. SOS-0500(1)

Federal Funds	* $215,000
County Funds	388,024
Total Cost	$603,024

Group 1 100%
Contract No. 8989
Prefix 5-8211
Prefix 205-1090
*Note: Limit of Funds

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8989

LETTER OF APPROVAL D/OR AUTHORIZATION

9-11-79

FEDERAL AID PROJECT NO. SOS-0500(1)

ST PROJECT NO. See below

PROGRAM NO.

COUNTY NAME Columbia

FROM:
G. L. Green, Division Administrator
Salem, Oregon

ITEM NO. 80241

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

orig to

RECEIVED
STATE HWY ENGR
SEP 24 '79
REFER TO Nothing
FOR
Info | Act | File

DATE PS&E APPROVED 4-10-78	DATE AUTHORIZATION EFFECTIVE 9-11-79	FEDERAL ROUTE NUMBER Non Federal-aid STATE ROUTE NUMBER County Road

GENERAL LOCATION:
Erickson & McLean Bridges

GENERAL DESCRIPTION OF WORK:
Increase in Project Costs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of August 14, 1979, I approve the revised TEC of $603,024 Federal Funds - $417,135 for the Construction phase. (Incr. TEC $248,024 - Federal Funds $202,135)

DATE 9-11-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 5-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-721-812

8989

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 14, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Minor Program Change
Item No. 80336
Project No. SOS-0500(2)
Clatskanie Slough (Inglis)
Bridge Section
Columbia County

I hereby request your approval of a minor program change on the subject project to delete the construction phase and release the $202,135 in federal funds to be utilized on Project No. SOS-0500(1) by concurrent action of the enclosed modification of project agreement.

The construction work to be undertaken under the subject project was to be included in a proposed contract for the construction of the three bridges under projects SOS-0500(1) & SOS-0500(2) and bids were received on May 10, 1979 with the low bid being 29 percent over the engineer's estimate. Columbia County requested the bids be rejected and that the funds for construction on project SOS-0500(2) be utilized on project SOS-0500(1) as the county did not have sufficient funds to construct all three bridges at this time. Bids were then received on July 12, 1979 for the two bridges on project No. SOS-0500(1) and a contract awarded for construction. When the project agreement was prepared on SOS-0500(1) we inadvertently overlooked including the $202,135 in funds from SOS-0500(2) towards the financing of these bridges; therefore, the enclosed modification of project has been prepared to correct our error.

CL:dmc
Enc.
Reynaldson

Form 734-3122

8989 Form FHWA 121 (Rev. 5-73)

2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: July 18, 1979

In reply refer to: HBR-OR

SUBJECT: SOS-0500(1)
Erickson & McLean Bridges
Beaver & Clatskanie Slough

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

On the above project we note that no hydraulic data on the plan sheets for McLean/Erickson Creek Bridge. This project, even though designed by consultants, must have this information on the plan sheet as per FHWA regulations.

G. L. Green

cc:
OSHD (W J Hart)

RECEIVED
STATE HWY ENGR
JUL 19 '79
REFER TO
Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					☒	

7-27
orig
to

8989

July 13, 1979

Columbia County
  Board of Commissioners
Courthouse
St. Helens, Oregon 97051

Attn: Hon. A. J. Ahlborn
      Commissioner

Gentlemen:

On July 12, 1979 a satisfactory bid was received from the Hamilton Construction Co., P.O. Box 639, Springfield, Oregon 97477 for the Beaver Slough (McLean) Br. and Clatskanie Slough (Erickson) Br. Sections. This is an OFF SYSTEM Project No. BOS-0300(1). The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$530,149.00
Erosion Control	$ 400.00
Seeding & Mulching	750.00
4 1/2% Contingencies	23,908.46
Engineering - Consultant	31,115.00
State 3%	15,938.97
EST. CONSTRUCTION COSTS	$602,261.43
Less Federal Funds	416,000.00
COUNTY SHARE OF CONSTRUCTION COSTS	$186,261.43

By rounding the County's Advance Deposit will then be $186,300.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than August 3, 1979.

Please make your check for $186,300.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

HR:pf

bcc w/AD # 667: Region 1 Federal Aid Specialist Jon Rose
Vern Shoog - Please return completed AD # 667 when check is received.

Rec'd - 7/19/79
Informed
Ed Hawry
&
Jon Rose

See Inglis
B.c. PE for $14,467.00 Fed Funds

[illegible] St. and [illegible] St. Bridges Programming Estimate $

Highway 8989 Road Project Length

County Columbia Completion Time 225 Cal. days

Kind of Work Grade Pave, Structures Est. Comp. Date

Prefix 5-8211 Letting Date Project No.

ROUTING SLIP--DEPT. OF TRANSPORTATION Date: 6/15/79

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lane Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
[✓ Metropolitan]
Region Number
District Number

ATTENTION: Jon Rose

FROM: HR

COMMENTS: Please forward to the county for their information and approval.

Form 731-0022 (7/78)

NSTRUCTION AUTHORIZATION

ntract Amount . . . . $ 556,455 –

400

750

$ 1150

6/20/79 County says OK Per Jon Rose HR

Subtotal $ 557,605 –

Contingencies (4-1/2%) 25,092 23

Engineering (~~8~~, 9, ~~10~~%) 50,184 45

~~Subtotal~~ $

~~Credit for~~ $14,000 – $1000 salvage value

Estimated Net Authorization, Construction . . . . $ 632,881 68

APPROVED

Note: $13,000 00 Federal Funds for Inglis is taken out

Less Federal Funds $ 417,000 00

Est. County Share of Costs $ 215,881 68

Road Design Engineer

Section *Beaver Sl and Clatskanie Sl. Bridges* Programming Estimate $ ____
Highway *Co. Roads* ____ Project Length ____
County *Columbia* Completion Time *225 Cal. days*
Kind of Work *Grade, Pave, Structures* Est. Comp. Date ____
Prefix *5-8211* Letting Date ____ Project No. ____

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ *556,455—*

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	*400*	
State Furnished ____		
Roadside Seeding & Mulching	*750*	$ *1150*
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
____		
____		
____		
____		
____		
Subtotal		$ *557,605—*
Contingencies (4-1/2%)		*25,092 23*
Engineering (~~8~~, 9, ~~10~~%)		*50,184 45*
~~Subtotal~~		$
~~Credit for~~ ____		
Estimated Net Authorization, Construction		$ *632,881 68*
Less Federal Funds		*$417,000 00*
Est. County Share of Costs		*$215,881 68*

APPROVED

Note {$13000.00 Federal Funds for Inglis is taken out

____
Road Design Engineer

Section *Beaver Sl. and Clatskanie Sl. Bridges* Programming Estimate $

Highway *Co. Roads* Project Length

County *Columbia* Completion Time *225 Cal. days*

Kind of Work *Grade, Pave, Structures* Est. Comp. Date

Prefix *5-8211* Letting Date Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ *556,455—*

Anticipated Additional Items:	
Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	*400*
State Furnished	
Roadside Seeding & Mulching	*750*
Asphalt Cement Adjustment	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing (Engineering)	
Bikeway Signs	
Furnish Mailbox Posts	
Adjust Utilities:	

$ *1150*

Subtotal $ *557,605—*

Contingencies (4-1/2%) *25,092.23*

Engineering (~~6~~, 9, ~~10~~%) *50,184.45*

~~Subtotal~~ $

~~Credit for~~

Estimated Net Authorization, Construction . . . . $ *632,881.68*

APPROVED

Road Design Engineer

Sheet 3

Beaver Slough (McLean) and (Clatskanie
Slough (Erickson & ~~Inglis~~) Bridges
Grading Paving and Structures

Bid Sheet

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
26.	12' - 4" Core Floor Panels	Each	4	$ 450	$ 1800
27.	Reinforcement (14,400 cy @ 0^{60})	Lump Sum	All	Lump Sum	8640
28.	Metal Rail with Tubing	Lin.Ft.	825 ~~1,400~~	40	33000

Total Amount of ~~Bid~~ Est. $ ______

Sheet 2

Beaver Slough (McLean) and (Clatskanie
Slough (Erickson ~~& Inglis~~) Bridges
Grading Paving and Structures

Bid Sheet

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
13.	Rail End Pieces, Type C	Each	3 ~~6~~	$ 150	$ 450
14.	Extra for Asphalt Approaches	Each	3	150	450
15.	Wood Barricade	Each	1	500	500
	STRUCTURES				
16.	Bridge Removal Work	Lump Sum	All	Lump Sum	25,000
17.	Structure Excavation	Cu.Yd.	67 ~~103~~	25	1675
18.	Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	75,000
19.	Furnish 16-inch Prestressed Concrete Piling	Lin.Ft.	5080 ~~8,240~~	14	71120
20.	Furnish HP10x42 Steel Piling	Lin.Ft.	80	15	1200
21.	Drive Prestressed Concrete Piles	Lin.Ft.	5080 ~~8,240~~	2.50	12,700
22.	Drive Steel Piles	Lin.Ft.	80	3	240
23.	Structural Concrete, Class 3300 (73 cy @ $438)	Lump Sum	All	Lump Sum	31,974
24.	4' x 37'/42' Prestressed Slabs	Each	42	2000	84,000
25.	4' x 55'/60' Prestressed Slabs	Each	21 ~~56~~	3300	69,300

Beaver Slough (McLean) and (Clatskanie
Slough (Erickson ~~& [illegible]~~) Bridges
Grading Paving and Structures

Sheet 1

SUBJECT TO SUCH CHANGE OR CHANGES AS MAY BE MADE WITH NOTICE TO PLAN HOLDERS BY ADDENDUM LETTER OR LETTERS, THE BID ITEMS AND QUANTITIES TO WHICH THE FOREGOING SPECIFICATIONS AND PROVISIONS APPLY WILL BE AS LISTED IN THE FOLLOWING BID SCHEDULE. THIS BID SCHEDULE IS FOR INFORMATION ONLY AND IS NOT TO BE USED IN BIDDING. THE BID SCHEDULE TO BE USED IN BIDDING IS BOUND IN THE PROPOSAL FORM.

Estimate ~~BID SCHEDULE~~

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
1.	Mobilization	Lump Sum	All	Lump Sum	$ 50,000
2	Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	2,500
	ROADWORK				
3.	Clearing and Grubbing	Lump Sum	All	Lump Sum	4,000
4.	Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	4,500
5.	Embankment Foundation Excavation	Cu.Yd.	230	$ 8 –	1840
6.	Embankment in Place	Cu.Yd.	1150 ~~1,850~~	5 –	5750
7.	1" - 0 Aggregate Base	Cu.Yd.	1470 ~~1,645~~	13 –	19,110
8.	Class "C" Asphalt Concrete	Ton	967 ~~1,143~~	33 –	31,911
9.	Guard Rail, Type 2A	Lin.Ft.	363 ~~450~~	15 –	5,445
10.	Guard Rail, Type 3	Lin.Ft.	100	30	3000
11.	Guard Rail Anchors, Type 1	Each	3 ~~6~~	300	900
12.	Rail End Pieces, Type B	Each	5 ~~6~~	90	450

MA PDM PDE TSE SPC
ODOT - [illegible]
JUN 1[illegible]

COLUMBIA COUNTY
BOARD OF COMMISSIONERS

ROBERT M. HUNT, CHAIRMAN
MARION SAHAGIAN
A. J. AHLBORN

LEGAL COUNSEL
JOHN F. HUNNICUTT

BOARD SECRETARY
GLORIA SALVEY

331 Courthouse, St. Helens, Oregon 97051
TELEPHONE (503) 397-4322

June ~~14~~ 18, 1979

Mr. Jon Rose
Region Federal Aid Engineer
Oregon State Highway Division
Region 1
P. O. Box 02157
Portland, Oregon 97202

Dear Mr. Rose:

The Columbia County Board of Commissioners, at their meeting on June 13, 1979, rejected all bids received for replacement of the McLean, Erickson, and Inglis Bridges.

We respectfully request that the Erickson and McLean bridge projects only be rebid as soon as possible.

Thank you for your consideration.

Sincerely,

AJ Ahlborn
A. J. Ahlborn

AJA:gs

cc: Wally Palmateer
OBEC

On 7/12 Bid opening

From Metro Jon Rose	Date 6/18/79
To [redacted]	
[redacted] Traffic Region 1	
Comments: This confirms earlier telephone conversations with Bob Pronge and Hal Reynaldsen.	
Jon Rose	

[illegible] SPC
ODOT - METRO
JUN 1[illegible] 1979
AM PPS FILE #/8

OBEC CONSULTING ENGINEERS

June 14, 1979

Mr. Walter J. Hart
Structural Design Engineer
Oregon Department of Transportation
328 Transportation Building
Salem, Oregon 97310

Re: Erickson & McLean Bridges
Clatskanie and Beaver Sloughs
Columbia County

Transmitted with this letter are the revised full size mylar tracings for the subject bridges. We have deleted the Inglis Bridge details, as the County has decided to rebid the project in that way. Also included is a set of specifications marked up to delete the references to the Inglis Bridge, together with a revised engineer's estimate of cost.

The County would like to have the project bid on July 12, if possible. If there is anything further that we can do at this time please let us know.

Very truly yours,

L. F. Pierce
Chief Engineer

LFP:seb
enclosures

cc: Jay Ahlborn
John Rose ✓
Dave Moering

P.O. BOX 72 • SPRINGFIELD, OREGON 97477 • (503) 746-9673

8989

Date 6/11/79 PROJECT MANAGEMENT OFFICE MEMO

Subject McLean, Erickson, Inglis Brs (SOS) Columbia Co File No. ________

Received (call) (visit) from ________

Address ________

Made (call) ~~(visit)~~ to JON ROSE Phone ________

Reason for contact and general discussion: Asked Jon if he had heard from Co. re rejecting bids. Jon Got Commissioner Ahlborn on the line. The county Board of Commissioners will meet Wednesday. They will notify us immediately of their decision. Alborn was sure that they would decide to reject and readvertize with two bridges. They just don't have the dough for all three.

Signature ________

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: [✓ PME] LGE OPE [✓ FAE] CCE OM [✓ Other HAL]

8984

2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

June 6, 1979

FILE:

RECEIVED
STATE HWY ENGR
JUN 6'79
REFER TO
FOR

Info	Inves	R/O	D/R	Sign	Act	File

TO: H. S. Coulter
State Highway Engineer

E S Hunter

FROM: E. S. Hunter
Asst. State Highway Engineer
Technical Services Branch

SUBJECT: Columbia County Bridge Projects

After receiving the attached legal opinion concerning the Beaver Slough-McLean Bridge and Clatskanie Slough, Erickson and Inglis Bridges bid May 10, 1979 for Columbia County, I have called Wally Palmateer, Consulting Engineer for Columbia County. I advised Wally of the legal opinion and that we could only award the project as bid. If the County did not have enough money to fund all three bridges, we would re-advertise a smaller project at their option.

Jack Sollis and I also called the low bidder, Bill Peckham of Hamilton Construction Company, this morning and advised him of the legal opinion and the fact that we would have to reject all bids if the County did not have sufficient funds to finance the project as bid.

Peckham is still concerned that the project should not have gone to bid without some guarantee as to sufficient funding being available in Columbia County. He is planning to discuss the project with Palmateer and then with the County, as he has the opinion that Columbia County can redistribute some of their O & C funds and finance the project as bid. He has given the County a 30-day extension on his bid and we are now awaiting formal notification from the County as to their wishes.

I recommend that we take no further action as to award or rejection of the bids until we get another notification from the County definitely indicating whether or not they can finance the project as bid or whether they wish to re-advertise a smaller project within their funding limitations. Final action would have to be taken within the 30-day extension of the bid given by Bill Peckham, which would make the deadline July 10, 1979.

ESH:ja

Attachment

cc Cecil Head (enc.)
Jack Sollis "
Jack Sullivan "
C. T. Keasey "
J. H. Versteeg "
Walt Hart "
D. H. Moehring "

cy
6-7-79
orig to Hunter

I agree – Proceed
H S Coulter

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JUN 7'79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DEPARTMENT OF JUSTICE

John
Art
John-file
a) project
b) 102

Memorandum

TO: Jack L. Sollis
Assistant Attorney General & Counsel

DATE: May 30, 1979

APPROVED
JLS
Chief Counsel
Department of Transportation

FROM: Dale K. Hormann DKH
Law Clerk

SUBJECT: Columbia County Bridge Projects; E. S. Hunter memo of May 21, 1979, considering the dropping of the Inglis Bridge; effect on bids submitted.

The facts briefly are that three bridges were to be constructed in Columbia County; the project was advertised for open bidding and bids were submitted, but no contracts were awarded as of yet. Subsequently, one of the bridges was dropped from the project, the Inglis Bridge. The question concerns whether the bids may be adjusted by the Highway Division according to what percentage of the total cost of the project the Division considers the Inglis Bridge would have made up, so that the bids would reflect only the cost of constructing the two other bridges, or whether the project must be reopened for the two bridges and new advertisements for the project sent out. According to the calculations of the Highway Division, the low bidder on the three projects would remain low bidder on the two-bridge project if the costs of the Inglis Bridge were taken out of the bids. The low bidder is receptive of this process and would charge the same unit costs on the two bridges which were bid on the three bridges.

The weight of authority is against a calculation by the Highway Division of the cost of the new project minus the Inglis Bridge costs and renegotiations with the lowest bidder. A brief summary of the authority throughout the country is set out in 64 Am Jur 2d, Public Works and Contracts, Sec. 66, wherein it is stated that:

> "Awarding officers are ordinarily limited by the plans and specifications adopted or the contract otherwise defined in advance of the consideration of the bids, and cannot award a contract which is substantially different from that so indicated. The contract for the performance of public works, as awarded by the authorities, must respond to the invitation to the bidder, and unless it does so, it amounts to nothing but a counterproposal. After bids have been made upon the basis of the plans and specifications prepared by public authorities and given out to all interested bidders, no material or substantial change in any of the terms of such plans and specifications will be allowed without a new advertisement giving all bidders opportunity to bid under the new plans and specifications.

RECEIVED
TECHNICAL SERVICES
JUN 5 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

> "Thus, public authorities cannot enter into a contract with the lowest bidder containing substantial provisions beneficial to him, not included or contemplated under the terms and specifications upon which bids were invited: the contract which they execute must be the contract offered to the lowest responsible bidder by the advertisement, and any contract entered

> into containing substantial provisions beneficial to the bidder which were not included in the specifications is void. Any other course would prevent real competition, lead to favortism and fraud, and defeat the purpose of the law in requiring contracts to be let upon bids made upon advertised specifications. A contract let upon the basis of anything but the advertised plans and specifications *would be one let without competitive bidding* which is necessary to give it validity. . . However, a variance between contract as advertised and the one actually entered into must be substantial before it will make such contracts void and illegal. Thus, readvertising for bids is not necessitated by a slight variance between the advertised specifications and proposed formal contract, or by reason of incidental changes therein. . ." (Emphasis added).

This analysis was accepted by the Attorney General as authority in 25 Op Atty Gen 123 (1951).

While it might be noted that the elimination of one bridge may not necessarily be substantially beneficial to the low bidder, the change between the project as advertised and which is now being considered is too material and substantial to be able to ignore this line of authority or to allow it to qualify as an "incidental change".

It has been suggested that it is possible to read certain sections of the Standard Specifications for Highway Construction (1974) to indicate that projects may be modified or altered between the time that bids are submitted and contracts are let. The sections which might be read to support this are Sections 102.14 and 102.18. Section 102.14 states in relevant part:

> "The proposals for each project will be compared on the basis of the total amount of each proposal. The total amount of proposal for the purpose of making comparisons of proposals will be the total sum computed from the quantities listed in the bid schedule sheets inserted in the Proposal, and the unit prices as entered thereon by the bidder, *due adjustments being made for* alternate items and for *any specified or authorized* [by the State Highway Engineer; as indicated by Sections 101.03 and 101.02] *reductions*, additions or changes." (Emphasis added).

Section 102.18 reads in part that:

> "After the proposals have been opened and read, they will be compared on the basis of total amounts as set forth in subsection 102.14."

The argument is made that since due adjustments as specified or authorized by the State Highway Engineer may be made for a reduction in the project that the award of the contract may be based upon such of any reductions, modifications and comparisons as are deemed necessary between the time of submittal of the bids and awarding of the contract. However, it is doubtful that Section 102.14 was ever drafted or adopted in anticipation of such a material and substantial reduction as for the elimination of a single bridge in a three-bridge project, amounting to as much as one-third of the total project or approximately $250,000. Therefore, in light of the authority around the country as cited above, it is suggested that the elimination of the Inglis bridge project necessitates the reopening of bidding and readvertisement of the project.

The only Oregon case law which is even remotely related to the situation of this type is State Highway Commission v. State Construction Co., 203 Or 442, 280 P2d 370 (1955). That case stated that the paragraph in the Standard Specifications providing that increases or decreases in quantities of work may be made by the state, thus altering and modifying the contract [this is the equivalent of Section 104.02 of the current Standard Specifications] was "applicable only when and after a contract has been entered and does not contemplate any change in plans and specifications upon which bids were submitted prior to formal execution of a contract." Supra, at 434. I agree that this provision, currently 104.02, did not apply in that case or in this case since it applies only to changes made after the contract has been entered into. It is unknown whether there were any specifications in 1955 equivalent to Sections 102.14 and 102.18. Since that is not clear, this case should not necessarily be considered to be controlling. However, it does indicate a concern upon the part of the court over the modification of a project plan between the time of submitting a bid for the project and the actual entering into of the contract.

In conclusion, in order for the state to protect itself against a suit for violation of the competitive bidding law possibly instituted not only by the second lowest bidder, but by other bidders as well, it would be necessary to readvertise the project and open it up to new bids.

DKH:hg

-8989

2

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477
(503) 746-2426

June 6, 1979

NOTED
E. S. HUNTER

Mr. Ed Hunter
Deputy Highway Engineer
Transportation Building
Salem, OR 97310

SUBJECT: Beaver Slough (McLean) and Clatskanie Slough (Erickson & Inglis) Bridges

Dear Ed:

Enclosed is a copy of the letter to Columbia County Board of Commissioners granting an additional 30 days to make award of subject project.

We were instructed to send this letter to the County Board by their agent Mr. Wally Palmateer of OBEC Consulting Engineers.

On June 2, 1979, a Mr. Steve Macnab of the Dept. of Transportation requested a copy of the letter.

It was our error in not sending a copy of the letter to you when we submitted the letter to Columbia County Board of Commissioners. We hope we have not inconvenienced you too much.

Very truly yours,

HAMILTON CONSTRUCTION CO.

William T. Peckham

William T. Peckham
President

WTP:ps

Enclosure

RECEIVED
TECHNICAL SERVICES

JUN 7'79

REFER TO

FOR

Info	Immed	R/D	D/R	Sign	Ret	File

MEMBER: ASSOCIATED GENERAL CONTRACTORS

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P. O. BOX 659
SPRINGFIELD, OREGON 97477
(503) 746-2426

May 23, 1979

Columbia County
Board of Commissioners
Columbia County Courthouse
St. Helens, Oregon

Gentlemen:

Subject: Beaver Slough (McLean) and Clatskanie Slough (Erickson and Inglis) Bridges

We hereby grant Columbia County Board of Commissioners an additional 30 days beyond the legal statutory time limit, in which to make award of contract for subject bridges.

Sincerely,

HAMILTON CONSTRUCTION CO.

William T. Peckham
President

GGI:pks

8989

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 6, 1979

TO:
H. S. Coulter
State Highway Engineer

RECEIVED
STATE HWY ENGR
JUN 6'79
REFER TO
FOR
Info Immed R/D D/R Sign Act File

E S Hunter

FROM:
E. S. Hunter
Asst. State Highway Engineer
Technical Services Branch

SUBJECT: Columbia County Bridge Projects

After receiving the attached legal opinion concerning the Beaver Slough-McLean Bridge and Clatskanie Slough, Erickson and Inglis Bridges bid May 10, 1979 for Columbia County, I have called Wally Palmateer, Consulting Engineer for Columbia County. I advised Wally of the legal opinion and that we could only award the project as bid. If the County did not have enough money to fund all three bridges, we would re-advertise a smaller project at their option.

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ESH:ja

Attachment

cc Cecil Head (enc.)
Jack Sollis
Jack Sullivan "
C. T. Keasey "
J. H. Versteeg "
Walt Hart "
D. H. Moehring "

Cy

orig to Hunter 6-7-79

I agree — Proceed
H S Coulter

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☒
LGE ☒ FAE ☐ OPE ☐
JUN 7 1979
File: PM FA
TAA ______ LG OP

8989

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                         TOT     P1                                                      5.82
                         TOT     N1                                                  5,622.69  **
                      ** JOB TOTALS **                    **               **

                                                                                        00      STATE
BNRR XING @ JOHNSON LANDING   CONT NO    FA PROJ NOS RRO 00S041 100       428.95CR     428.95CR
                          205   1930    296      00 N 9                   428.95       428.95
                          205   1930    298      00 N 9                                304.37
                          205   1930    901      00 P 1                                 79.89
                          205   1930    905      00 P 1                                 92.35
                          205   1930    914      00 P 1                                476.61
                                        TOT      P1                                    476.61  **
                      ** JOB TOTALS **                    **               **

                                                                                                STATE
CLATSKANIE SLOUGH (INGLIS) BR CONT NO    FA PROJ NOS SOS 500002 100
                          205   1937    296      00 N 9     1,758.57CR  14,500.00CR  14,500.00CR
                          205   1937    297      CO N 9                  1,635.00     1,635.00
                          205   1937    298      00 N 9     1,758.57    12,865.00    12,865.00 — Limit
                          205   1937    901      00 P 1                    26.80        26.80
                          205   1937    904      00 P 1     3,589.83    16,489.83    16,489.83
                          205   1937    920      00 P 1                    81.25        81.25
                          205   1937    922      00 P 1                    45.48        45.48
                                        TOT      P1         3,589.83    16,643.36    16,643.36
                      ** JOB TOTALS **                      3,589.83 ** 16,643.36 ** 16,643.36  **

                                                                                        00      STATE
GUARDRAIL PLACEMENT ON CO RDS CONT NO  * FA PROJ NOS SRS 00S052 100         32.89        32.89
                          206   1910    295      00 N 9                     32.89CR     328.89CR
                          206   1910    296      00 N 9                                 296.00
                          206   1910    298      00 N 9                                 117.28
                          206   1910    905      00 P 1                       .42CR     211.61
                          206   1910    915      00 P 1                       .42          .42
                          206   1910    915      00 N 1                       .42CR     328.89
                                        TOT      P1                           .42          .42
                                        TOT      N1                                     329.31  **
                      ** JOB TOTALS **                    **               **
```

5-79

~~6/15/79~~

~~Asked Bob Warburg to change Inglis BR. From 78% Federal share to 86% Federal Share.~~

~~BR~~

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                                                                   MAY 1979          PAGE 639
DATE JOB COST SUMMARY                                               FISCAL          GRAND TOTAL
ION OF JOB OR DEPARTMENT      PREFIX      FUNCTION  GR  CURRENT MONTH  YEAR TO DATE       TO DATE
                                                                                        00      STATE
XING @MULLEN ST.COOS BAY CONT NO   FA PROJ NOS RR0000S032 100                           86.09
                          206   1935    905      00 P 1                   100.00CR       5.23
                          206   1935    910      00 P 1                   100.00CR      90.32
                                        TOT      P1                       100.00CR**    90.32  **
                      ** JOB TOTALS **                    **
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                                         TOT       N1                                                        5.82
                                      ** JOB TOTALS **                 **                  **            5,622.69  **

                                                                                                            00       STATE
BNRR XING @ JOHNSON LANDING   CONT NO         FA PROJ NOS RRO 00S041 100
                                  205   1930      296      00 N 9                          428.95CR          428.95CR
                                  205   1930      298      00 N 9                          428.95            428.95
                                  205   1930      901      00 P 1                                            304.37
                                  205   1930      905      00 P 1                                             79.89
                                  205   1930      914      00 P 1                                             92.35
                                                  TOT      P1                                                476.61
                                      ** JOB TOTALS **                 **                  **                476.61  **

                                                                                                                     STATE
CLATSKANIE SLOUGH (INGLIS) BR CONT NO         FA PROJ NOS SOS 500002 100
                                  205   1937      296      00 N 9        1,758.57CR      14,500.00CR       14,500.00CR
                                  205   1937      297      00 N 9                         1,635.00          1,635.00
                                  205   1937      298      00 N 9        1,758.57        12,865.00         12,865.00
                                  205   1937      901      00 P 1                            26.80             26.80
                                  205   1937      904      00 P 1        3,589.83        16,489.83         16,489.83
                                  205   1937      920      00 P 1                            81.25             81.25
                                  205   1937      922      00 P 1                            45.48             45.48
                                                  TOT      P1            3,589.83        16,643.36         16,643.36
                                      ** JOB TOTALS **                   3,589.83  **    16,643.36  **     16,643.36  **

                                                                                                            00       STATE
GUARDRAIL PLACEMENT ON CO RDS CONT NO      * FA PROJ NOS SRS 00S052 100
                                  206   1910      295      00 N 9                           32.89             32.89
                                  206   1910      296      00 N 9                           32.89CR          328.89CR
                                  206   1910      298      00 N 9                                            296.00
                                  206   1910      905      00 P 1                                            117.28
                                  206   1910      915      00 P 1                             .42CR          211.61
                                  206   1910      915      00 N 1                             .42                .42
                                                  TOT      P1                                 .42CR          328.89
                                                  TOT      N1                                 .42                .42
                                      ** JOB TOTALS **                 **                  **                329.31  **
```

Limit

5-79

~~4/5/79~~

~~Asked Bob Warburg to change Inglis Br. from 78%~~

~~Federal share to 86% Federal share.~~

~~ss~~

8989

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                                                                                 MAY 1979          PAGE  639
) DATE JOB COST SUMMARY
                                                                                  FISCAL          GRAND TOTAL
ION OF JOB OR DEPARTMENT        PREFIX        FUNCTION   GR   CURRENT MONTH     YEAR TO DATE        TO DATE

                                                                                                     00       STATE
 XING @MULLEN ST.COOS BAY CONT NO       FA PROJ NOS RR0000S032 100
                               206    1935      905       00 P 1                                     86.09
                               206    1935      910       00 P 1                    100.00CR           5.23
                                                TOT       P1                        100.00CR          90.32
                                    ** JOB TOTALS **                **              100.00CR**         90.32  **
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8989

GENERAL FILES

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

May 21, 1979

TO: MEMO TO THE FILE

SUBJECT:

ES Hunter

FROM: E. S. Hunter
Asst. State Highway Engineer
Technical Services Branch

Wally Palmateer, consultant for Columbia County on the Beaver Slough-McLean and Clatskanie Slough, Erickson and Inglis Bridges, stopped by this afternoon to advise me that Columbia County, at their Commission meeting today, instructed him to (1) drop the Inglis Bridge from the project; (2) separate from the low bid the unit costs for the Inglis Bridge; (3) draft a proposition to the Highway Division for dropping Inglis Bridge and negotiating under the unit bid a contract for construction of the McLean and Erickson Bridges. The low bidder is receptive to this process.

In addition, Mr. Palmateer will obtain from the low bidder (Hamilton Construction) an extension of 30 days over which the unit prices bid will continue.

I requested that Mr. Palmateer analyze the second low bidder's proposal on the McLean and Erickson Bridges to determine if the second low bidder would remain second low.

Before taking this proposition to either the Commission or the Federal Highway Administration, I would like for Jack Sullivan and Jack Sollis to research the law, the Public Contract Review Board Rules, and our own specifications to determine whether the proposed procedure is legal. I expect to receive Mr. Palmateer's proposal before the end of this week, and I will forward copies to both Sullivan and Sollis.

ESH:ja

cc H. S. Coulter
Cecil Head
Jack Sollis
Jack Sullivan
C. T. Keasey
J. H. Versteeg
Walt Hart

3989

Date 5-14-79 PROJECT MANAGEMENT OFFICE MEM

Subject McLean, Erickson, Inglis Brs. Columbia Co. File No. 305

Received (call) ~~(visit)~~ from Wally Palmeteer to Moehring

Address

Made (call) ~~(visit)~~ to Wally Palmeteer Phone

Reason for contact and general discussion: Wanted to know if permissible to delete the Inglis Br and readvertise the McLean and Erickson Brs. Told him we would have no objections. Palmeteer will check with the county and let us know. He would like to plan on the July 26 Bid Letting.

Either the Erickson Br. or McLean Br could be substituted for the Inglis since all three Brs are in close proximity.

Signature

File ( ) ( ) ( ) ( ) ( ) (✓) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

Date 5-14-79 PROJECT MANAGEMENT OFFICE MEMO

Subject ______ File No. ______

Received (call) (~~visit~~) from Wally Palmateer

Address ______

Made (call) (visit) to ______ Phone ______

Reason for contact and general discussion: Wants to cut out Inglis Bridges & keep funding the same.

H. Reynoldson checked with FHWA. Its OK with them.

" discussed with Palmateer.

Signature D H Moehring

File	( )	( )	[✓]	( )	( )	( )	( )	( )
Circulate:	PME	LGE		OPE	FAE	CCE	OM	Other

8789

2

OBEC CONSULTING ENGINEERS

May 14, 1979

Dave
This justifies the bid to my satisfaction. Recommend award if county is willing to go.
Ed

Bolte
cc Moehring
Hart
5-15-79

RECEIVED
TECHNICAL SERVICES
MAY 15 '79
REFER TO
FOR

Mr. E. S. Hunter
Assistant State Highway Engineer
State Transportation Building
Salem, Oregon 97310

Re: Beaver and Clatskanie Slough Structures
OSHD letting of May 10, 1979
Project No. 5

Dear Mr. Hunter:

I have been asked by the Bridge Section to respond to the difference between the Engineer's Estimate and the lowest bid.

The Engineer's Estimate, as listed, was $607,595. The low bid as tabulated was $783,497.

The Engineer's Estimate was in error on the following items:

1. An error of $44,800 was made in transcribing the estimate for prestress slabs from our worksheets to the Engineer's Estimate sheet.
2. The original wide flange post-flex beam railing was modified by adding an additional square tube rail and changing from single to double rail element. Our original estimate should have been revised to $40/lineal foot. This is an addition of $21,000.
3. Our concept of utilizing the existing bridges as work and access bridges at Inglis and McLean was deemed too hazardous by the contractors and all apparently planned to construct complete working trestles alongside these existing bridges.
4. Finally, the mobilization figure is assumed to be 8% of the total so the addition of $78,200 in costs will add $6,250.

The corrected Engineer's Estimate is as follows:

$607,595 + 44,800 + 21,000 + 57,200 + 6,250 = $736,845

This would make the low bid approximately 6.3% over the corrected estimate.

P.O. BOX 72 • SPRINGFIELD, OREGON 97477 • (503) 746-9673

It may be noted that there was only a spread of 8% between the low bid and the 5th low bidder which strongly indicates the validity of the low bid.

Very truly yours,

WA Palmateer

W. A. Palmateer
General Manager

WAP:seb

cc: Dave Moehring

8989

May 11, 1979

Columbia County Board of Commissioners
Courthouse
St. Helens, Oregon 97051

Attn: Mr. Sam Hallinger
Roadmaster

Gentlemen:

On May 10, 1979, the lowest of six bidders on the Beaver Slough (McLean) Br. and the Clatskanie (Erickson & Inglis) Br.'s Section SOS-0500(1) and SOS-0500(2) was Hamilton Construction Co., P.O. Box 699, Springfield, Oregon 97477. Which bid is approximately 29% greater than our estimate. Since this is above the 10% limit, it will be your responsibility to either accept or reject the project. If the County does decide to proceed with the project, your consultant must submit a justification for the difference between the engineer's estimate and the contractor's bid, and the following advance deposit is required.

Bid Items	$783,497.02
Temp. Erosion Control	500.00
Seeding & Mulching	1,000.00
4 1/2% Contingencies	35,324.87
Consultant Engineering	
Inglis	25,000.00
Erickson & McLean	31,115.00
3% (State) Engineering	23,549.91
Estimate Cost of Construction	$899,986.78
Estimate Cost of PE (Inglis)	12,949.09
Est. Total Project Cost	$912,935.87
Less Federal Funds	-430,000.00
Less PE Advance Deposit	- 2,135.00
COUNTY SHARE	$480,800.87

By rounding the Advance Deposit will be $480,800.00

Please make your check in the amount of $420,500.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than June 1, 1979.

Very truly yours,

Gerald Wimer

Gerald Wimer
Local Government Engineer

GW:pf

bcc w/AD # 633: Vera Skoog - Please return completed AD # 633
when check is received.
Region N Federal Aid Engineer Jon Rose

8989

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

4-18-79

LETTER OF APPROVAL A OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-0500(1)

2

STATE ECT NO. See below

COUNTY NAME Columbia

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80241

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 25 '79
REFER TO Moehring
FOR
Info Invcs R/D D/R Sign Act File

4-25
orig
to

DATE PS & E APPROVED 4-10-78	DATE AUTHORIZATION EFFECTIVE 4-18-79	FEDERAL ROUTE NUMBER Non Federal-aid STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Beaver Slough (McLean) Bridge and Clatskanie Slough (Erickson) Bridge

GENERAL DESCRIPTION OF WORK:

Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated February 28, 1979 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE 4-18-79	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975—628-787

Section Beaver-Hill Cr. Conn.; Clatskanie St. (Erickson Bridge) Programming Estimate $ 687,000

Highway Co. Roads ject Length

8789
County Columbia Completion Time 275 Cal days

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 4/9/79

- Director
- Chief of Operations
- Asst. Dir.-Administration
- Asst. Dir.-Transportation Policy & Program Develop.
- Accounting (Highway)
- Administrative Services
- Chief Counsel
- Commission Services
- Construction
- Data Processing (Trans. Bldg.)
- Employee Development
- Engineering (Design)
- Environmental
- Equipment Shops & Storeroom
- Finance (DOT)
- FHWA
- General Files
- General Services (DOT)
- Information Systems (Lana Ave.)
- Labor Relations
- Landscape
- Library
- Location
- Mail Room
- Maintenance
- Materials & Research
- Motor Vehicles
- Organization & Manpower Services
- Parks & Recreation
- Permits & Weighmaster
- Personnel Operations
- Photocopy
- Proj. Mgmt. & Operations Planning
- Public Affairs
- Public Transit
- Radio
- Right of Way
- Safety & Health Services
- Sign Shop
- State Highway Engineer
- Structures
- Technical Services Engineer
- Traffic Support Services
- Transportation Policy & Program Development
- Travel Information
- Utilities
- [✓ Metropolitan]
- Region Number
- District Number

ATTENTION: Jon Rose

FROM: Proj. Mngt.

COMMENTS: Please inform the county.

Form 731-0032 (7/78)

7 FA Project No.

STRUCTION AUTHORIZATION

:ract Amount $ 607,595.00

500

$ 1500

Adjust Utilities

Roadside Seeding & Mulching 1000

Misc. Permit Fees

	$ 609,095.00
Contingencies (4-1/2%)	27,409.28
Engineering (9 %)	54,818.55
~~SUBTOTAL~~	$
~~Credit for~~	
Estimated Net Authorization, Construction	$ 691,322.83
Est. PE Costs	15,000.00
Est. total Cost of Project	$ 706,322.83
Less Federal funds	430,000.00
Less PE advance deposit	2 135.00
Est. County share	$ 274,187.83

APPROVED

Road Design Engineer

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COLUMBIA CO RDS NON-FAS RDS    CONT NO        FA PROJ NOS SRS 000043 100                                  00        STATE
                                   206   1921     296      00 M 9                           55.96CR    5,110.66CR
                                   206   1921     297      00 M 9                           55.96          55.96
                                   206   1921     298      00 M 9                                      5,058.18
                                   206   1921     901      00 P 1                                      2,921.62
                                   206   1921     904      00 P 1                                      1,174.29
                                   206   1921     905      00 P 1                                          6.82
                                   206   1921     906      00 P 1                                         16.70
                                   206   1921     920      00 P 1                                        504.50
                                   206   1921     921      00 P 1
                                                  TOT         P1                                       6,616.87
                                                  TOT         M1                                           6.02
                                               ** JOB TOTALS **                **             **       6,622.89  **

[illegible] XING & JOHNSON CREEK[illegible]   CONT NO   FA PROJ NOS RRO 000041 103                     00        STATE
                                   206   1930     296      00 M 9                          928.95CR      928.95CR
                                   206   1930     298      00 M 9                          928.95        928.95
                                   206   1930     901      00 P 1                                        304.37
                                   206   1930     905      00 P 1                                         79.89
                                   206   1930     914      00 P 1                                         92.35
                                                  TOT         P1                                         476.61
                                               ** JOB TOTALS **                **             **         476.61  **

CLATSKANIE SLOUGH (INGLIS) BR CONT NO        FA PROJ NOS SOS S00002 100                                          STATE
                                   206   1937     296      00 M 9                      10,231.12CR    10,231.12CR
                                   206   1937     297      00 M 9                       1,635.00       1,635.00
                                   206   1937     298      00 M 9                       8,596.12       8,596.12
                                   206   1937     901      00 P 1            26.80         26.80          26.80
                                   206   1937     904      00 P 1         2,900.00     12,900.00      12,900.00
                                   206   1937     920      00 P 1                          12.77          12.77
                                   206   1937     922      00 P 1                           9.52           9.52
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26.80
12.77
9.52
49.09

3-79

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TOTAL TO DATE JOB COST SUMMARY                                                 MARCH 1979         PAGE 612
                                                                                 FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO DATE        TO DATE

                                                      TOT      P1      2,926.80      12,949.09        12,949.09
                                                   ** JOB TOTALS **    2,926.80  **  12,949.09  **    12,949.09  **

GUARDRAIL PLACEMENT ON CO RDS CONT NO     2 FA PROJ NOS SRS 0US062 100                                00        STATE
                                   206   1910     295      00 M 9                          12.82          12.82
                                   206   1910     296      00 M 9                          12.82CR       308.82CR
                                   206   1910     298      00 M 9                                        296.00
                                   206   1910     905      00 P 1                                        117.28
                                   206   1910     915      00 P 1                            .42CR       211.61
                                   206   1910     915      00 M 1                            .42            .42
                                                  TOT         P1                             .42CR       328.89
                                                  TOT         M1                             .42            .42
                                               ** JOB TOTALS **                **             **         329.31  **

SPRR XING @ALLEN ST.COOS BAY CONT NO         FA PROJ NOS RRO00(0)S032 100                              00        STATE
                                   206   1935     906      00 P 1                                         85.09
                                   206   1935     910      00 P 1                         100.00CR         5.23
                                                  TOT         P1                          100.00CR        90.32
                                               ** JOB TOTALS **                **         100.00CR**      90.32  **
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8989

8987

Oregon State Highway Division

Victor Atiyeh
Governor

March 23, 1979

RECEIVED
TECHNICAL SERVICES
MAR 27 '79
REFER TO
FOR

Info	Immed	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

OBEC
Consulting Engineers
P. O. Box 72
Springfield, OR 97477

Attention: Wally Palmateer

Dear Wally:

Your letter of March 12, 1979, began by thanking us for the copy of the Coast Guard letter of December 20, 1977, relating to McLean Bridge. You stated that you had not received this letter previously. I called your attention to the attached letter from your Mr. Lou Pierce dated January 12, 1978, which acknowledged that your company received that Coast Guard letter.

Your conversation early in March with Christenson of the Coast Guard and Mr. Ellison's conversation with Mr. Christenson on March 9, apparently cleared up much of the confusion regarding the McLean Bridge. You received a copy of the March 12th letter from the Coast Guard to our Mr. Bob Ellison.

In regards to the Inglis Bridge, I have been assured that a letter went from the Department of Environmental Quality to the Coast Guard in the early part of this month. This should clear the way for the Coast Guard permit.

Your comments regarding the closure of the Erickson Road Bridge have been reviewed and we will await your further instructions regarding the project specifications.

You asked that we furnish a possible list of the reviewers and permits required on future jobs that are financed with Federal money so that you could "bird-dog" the progress. From our previous conversations and your letters, it appears that you are aware of the permits required and the contacts to make to process these Federal-Aid projects. We face the same problems as you in trying to get all the loose ends together to bring the projects up to the project letting stage. From my experience, as we discussed before, it seems that we have to regularly follow up on these various permit applications and other contacts in order to determine if there are any problems and to be able to correct those problems without delay. It seems that if we wait for someone else to act we wind up with the same problem that you have experienced. It also seems apparent to me that we have some communication gaps in our liaison process between the Highway Division and various consulting firms and local government units who are designing many projects. Perhaps if we worked closer, from both directions, through our Regional Federal-Aid Engineers, who are responsible for this liaison, the result might be a better coordinated effort.

In summary, Wally, it seems we both have the same problems and face the same frustrations. I know of no easy solution.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Donald L. Trout
Donald L. Trout
Final Project Development Coordinator

DLT:ab
cc: E. S. Hunter
D. H. Moehring
Walt Hart
Max Klotz

OBEC CONSULTING ENGINEERS

March 12, 1979

Mr. Don Trout
Office Engineer
Oregon Dept. of Transportation
Transportation Building
Salem, Oregon 97310

Re: Columbia County Bridges
Erickson, McLean and Inglis
OBEC Job No's 109-6, 109-11, 109-13

Dear Don:

Thanks for the copy of the Coast Guard letter of December 20, 1977. I note it was sent to 16 people including the Bureau of Aeronautics - I wish it would have been sent to us, the people responsible. We could have told them they were talking Erickson Bridge and not McLean - Clatskanie Slough and not Beaver Slough.

Lou Pierce letter

I had a conversation with Christenson of the Coast Guard last Friday as you suggested and learned the following: 1) They have finally located McLean Bridge 2) The bridge is over a "navigable waterway" even though it isn't navigable and even though we were given permission to fill it, because at one time it was "navigable" so it is alway "navigable" 3) It is "non-permitted" meaning it doesn't have a permit but will be granted a permit for navigation after it is completed - even though it has no access, provided we replace it "in kind" which doesn't actually mean "in kind" but in the same style.

12 Mar '79 letter from C.G.

I have insisted that he grant us a permit prior to construction of McLean and that we receive a copy of the permit. Christenson has said he would do this.

The Coast Guard is still waiting for the "clean water" permit from DEQ and will not process the Inglis Bridge through Washington, D. C. until they receive that letter. Christenson estimated 2 or 3 weeks minimum before receiving a reply - the mails, you know. I think we will be lucky to make the May letting.

Letter went out early in Mar

___Versteeg___
___Christensen___
___George___
___Olson___
___Terpin___
Wkr Copy Sullivan___
___Scott___
___Anderson___

RECEIVED
MAR 13 1979
ENGINEERING SECTION

L Trout___
Do Not File ☐
Return To___
Bring Up___/___/___
Action___

P.O. BOX 72 • SPRINGFIELD, OREGON 97477 • (503) 746-9673

Wkr Copy - Br Sec
Wkr copy - Metro - Kloty

The Erickson Road Bridge load limit is but 5 tons when checked two years ago. We can no longer afford the luxury of waiting for the various State and Federal agencies to eventually do their assigned or self appointed tasks. Since we alone are responsible for the load limit posting I have tentatively informed the County I will probably recommend closure of Erickson and they have agreed to respond. This will necessitate a change in the specifications which we will make after all permits have been secured.

So far we have DSL fill permits on Inglis where it's needed, Erickson where it might be needed, and have applied for one at McLean where it's not needed at all. We have submitted plans to the Beaver Drainage District for their approval and submission to the Advanced Engineering Section of the Corps of Engineers because we land on their dikes. We have Coast Guard approval on Erickson and Inglis is still in the mill. There are obviously more permits I don't know about - like DEQ.

I would ask that we not be left out of the process where Federal Aid monies are involved. Can you possibly give me a list of the reviewers and permits required that on future jobs we may "bird dog" from this end. I know of 8 projects with Federal monies wherein these processes will be repeated and I need to be aware of the requirements.

Thank you for your concern in this matter. When all the permits have been obtained, I then want to see what changes may be necessary, and then talk about a bid date.

Very truly yours,

Wally

W. A. Palmateer
General Manager

WAP:seb

OBEC CONSULTING ENGINEERS

January 12, 1978

___Versteeg___
___Christensen___
___George___
___Olson___
___Terpin___
___Sullivan___
___Scott___
___Anderson___

RECEIVED
MAR 14 1979
ENGINEERING SECTION

✓ Trout ___
Do Not File ☐
Return To___
Bring Up___/___/___
Action___

R. W. Ellison
Administration Engineer
Structural Design Section
State of Oregon Dept. of Transportation
State Highway Building
Salem, Oregon 97310

Re: McLean Bridge
Beaver Slough
Columbia County Road #2001

U.S. Coast Guard letter 12/20/77
16591
Serial 673

Dear Bob:

We have received a copy of your December 23, 1977, memo to Jon Rose regarding McLean Bridge with an attached copy of the Coast Guard letter referred to above.

Columbia County has two off-system projects in close proximity: (1) McLean Bridge, ODOT No. 13818, crossing Beaver Slough on County Road 2005 (Collins Road), and (2) Erickson Road Bridge, ODOT No. 1339, crossing Clatskanie Slough on County Road 2001.

At the present time Beaver Slough is landlocked, and its water level is kept low by pumping into the higher level Clatskanie Slough which does connect with the Columbia River. There is an extensive dike separating the two sloughs. Enclosed are three copies of a map showing the situation as we see it.

As near as we can tell it is the Erickson Road Bridge No. 1339 which has a removable span and which will require a Coast Guard permit. Would you please verify this and inform the Coast Guard if it turns out that this is correct?

Ellison letter of 1/16/78 advises OBEC to contact CG direct.

We would also appreciate it very much if your office would furnish us copies of the original bridge plans for both Erickson Road and McLean, together with a copy of the original application for crossing the navigable waterway. Pile driving records, if available, would be of great help to us, as well.

Thank you for your consideration.

Very truly yours,

L. F. Pierce
Chief Engineer

LFP:seb
Enclosures

RECEIVED
JAN 13 1978
BRIDGE SECTION

NOTED
R. W. ELLISON

P.O. BOX 72 • SPRINGFIELD, OREGON 97477 • (503) 746-9673

8989

Columbia County Road Department
P. O. Box 386 1275 Deer Island
St. Helens, Oregon 97051

Phone 503 397-4111

Ser. No.:

Date: March ~~15~~ 20, 1979

TECHNICAL
SERVICES UNIT
MAR 19 1979

E. J. Dunn
Resident Engineer
Department of Transportation
Metropolitan Branch
5821 N.E. Gilsan
Portland, Ore 97213

Subject: Project Cost Estimate
Erickson, McLean and Inglis Bridges
Columbia County

Dear E.J.Dunn:

After reviewing the estimated costs for construction of the three bridges being financed by the Safer-Off-System Roads program, I am satisfied with the proposal.

Please proceed with the advertisement for bids on the basis of your letter dated March 9, 1979.

Sincerely,

Sam Hollinger

Sam Hollinger
Roadmaster

cc: Jon Rose
Federal Aid Specialist

From Metro JON ROSE Date 3/20/79
To [redacted]
[redacted] Traffic Region 1

Comments: County reply after reviewing estimate for the 3 SOSR Bridges.

Jon Rose

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☑
LGE ☑ FAE ☐ CE ☐
MAR 21 1979
NM
File: PM FA
LG OP

9959

Columbia

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

March 9, 1979 Telephone 238-8250

SAM HOLLINGER
Columbia County Roadmaster
P. O. Box 569
St. Helens, OR 97051

REFERRED TO [illegible]
Col
Erickson
Hager
Return Discuss Do File
FINAL DESIGN ENGINEER

Subject: Project Cost Estimate
Erickson, McLean and Inglis Bridges
Columbia County

Sam:

Here is an estimate prepared by our Bridge Section covering the estimated cost for construction of the three bridges being financed by the Safer-Off System Roads program. You will recall that two projects were approved (Erickson/McLean on one project and Inglis on the other), and in order to take advantage of as much federal funding as possible, the projects were consolidated into a single contract. Each project was eligible for $215,000 in federal participation and combined, provided a total of $430,000 in federal money. As shown on the estimate, the total of all costs, including preliminary engineering done by the county consultant, is expected to be approximately $702,350. The county has already submitted an advance deposit of $2,135 leaving approximately $700,215 of expected cost. Subtracting from that the $430,000 of available federal funds, the estimated cost to be paid with county funds would be approximately $270,215.

Would you review this with interested county people and advise Resident Engineer E. J. Dunn if we should proceed to advertise for bids on this basis. Mr. Dunn can be reached by telephone at 238-8245.

Jon Rose
JON ROSE
Federal Aid Specialist

lh

attachment

cc: E. J. Dunn with attachment

Versteeg
Anderson
1 Christensen DOZ
Olson
3 Sullivan JWS
Terpin
2 Trout
Wakerlig

Art
John-Stoe

RECEIVED
MAR 29 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Form 734-3122

A

Section 8989 [illegible] **Programming Estimate $** 689,000

Highway Co. Roads **Project Length**

County Columbia **Completion Time** 225 cal. days

Kind of Work Grade, Drain & Structures

Prefix 5-8211 AB 705-1937 **FA Project No.**

ESTIMATED CONSTRUCTION AUTHORIZATION

ract Amount $ 606,420.00

500

$ 500

4

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 3-5-79

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning
Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
[✓ Metropolitan]
Region Number
District Number

ATTENTION: Jon Rose

FROM: Proj. Mngt

COMMENTS: Please inform county and keep confidential

$ 606,920.00

Contingencies (4-1/2%) 27,311.40

Engineering (9 %) 54,622.80

~~SUBTOTAL~~ $

~~Credit for~~

Estimated Net Authorization, Construction $ 683,854.20

Est PE Costs 13,500.00

702,354.20

Less PE Advance Deposit 2135.00

700,219.20

Less Fed. Funds ~~500,000.00~~ ~~430,000.00~~

Est. County Costs $ ~~200,219.20~~ $ 270,219.20

APPROVED

Road Design Engineer

Section Brewer St.(McLean) & C' Skanee St.(Enst and Indis) Progra ning Estimate $

Highway Co. Roads Project Length

County Columbia Completion Time 75 Cal. days

Kind of Work Grade Pave & Structures

Prefix 5-8211 FA Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ $606,420^{00}$

Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	500	
State Furnished		$ 500
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ $606,920^{00}$
Contingencies (4-1/2%)		$27,311^{40}$
Engineering (9 %)		$54,622^{80}$
~~SUBTOTAL~~		$
~~Credit for~~		
Estimated Net Authorization, Construction		$ $688,854^{20}$

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 2
Date
Section Beaver Sl (McLean) & Clatskanie Sl (Erickson & Inglis) Brs
County
Kind Of Work
Length
Name Day

3-1-79-8

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (9%)		All	All		50,000
	Temporary Protection and Direction of Traffic		All	All	—	5,000^{00}
	Roadwork					
	Clearing and Grubbing		All	All	—	1,000^{00}
	Removal of Structures and Obstructions		All	All		5,000^{00}
	Embankment Foundation Excavation		Cu. Yd.	230	6^{00}	1380-
	Embankment in Place		Cu. Yd.	1850	5^{00}	9250-
	1"-0 Aggregate Base		C.Y.	1645	14^{00}	23,030-
	Class "C" Asphalt Concrete		Ton	1243	30^{00}	37,290-
	Guard Rail, Type 2A		Lin Ft	450	12^{50}	5625-
	Guard Rail, Type 3		Lin Ft	100	25^{00}	2500-
	Guard Rail Anchors, Type 1		Each	6	300^{00}	1800-
	Rail End Pieces, Type A		Each	2	50^{00}	100-
	Rail End Pieces, Type B		Each	6	75^{00}	450-
	Rail End Pieces, Type C		Each	6	125^{00}	750-
	Extra for Asphalt Approaches		Each	3	200^{00}	600-
	Wood Barricade		Each	1	110^{00}	110

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 2 of 2
Date

Section Beaver Sl (McLean) & Clatskanie Sl (Erickson & Inglis) Brs. County

Kind Of Work Length Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURES					
	Bridge Removal Work		All	All		37,000
	Structure Excavation		Cu Yd	103	15-	1,545
	Furnish Pile Driving Equipment		All	All		6,000
	Furnish 16-inch Prestressed Concrete Piling		Lin Ft	8,240	12-	98,880
	Furnish HP 10x42 Steel Piling		Lin Ft	80	12-	960
	Drive Prestressed Concrete Piles		Lin Ft	8240	3-	24,720
	Drive Steel Piles		Lin Ft	80	2-	160
	Structural Concrete, Class 3300 (116 cy @ ^{210})		All	All		24,360
	4' x 37'/42' Prestressed Slabs		Each	42	1600	67,200
	4' x 55'/60' Prestressed Slabs		Each	56	2800	156,800
	12'-4" Core Floor Panels		Each	4	150	600
	Reinforcement (24,500 lbs @ ^{38})		All	All		9,310
	Metal Rail with Tubing		Lin Ft	1,400	25	35,000
						(462,535)

5989 Columbia

FORM 81-734-8030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 28, 1979

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening March 29, 1979

TO: D. H. Moehring, Manager
Project Management

Federal-aid Project No. SOS-0500(1)

Highway No. 2005 - County

Federal-aid Project Name Clatskanie Slough (Erickson) Bridge

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[ ] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[X] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[X] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

8989

Columbia

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 28, 1979

FROM: Rod Henry, Assistant
Right of Way Manager

TO: D. H. Moehring, Manager
Project Management

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening March 29, 1979

Federal-aid Project No. SOS-0500(1)

Highway No. 2005 - County

Federal-aid Project Name Beaver Slough (McLean) Bridge

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

☒ No additional right of way was acquired. Construction can be accomplished within the existing right of way.

☐ Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

☐ There are no individuals or families to be displaced from residential improvements.

☐ All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

-1 8989

2005

OREGON STATE HIGHWAY DI[illegible]SION
117 DOT Building
Salem, Oregon 97310

2-15-79

Attention: Right-of-Way Section

Subject: Federal Aid Project No. 505-0500(1)
Project Name McLEAN BRIDGE — BEAVER SLOUGH

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☑ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at St. Helens, Oregon, this 14 day of February, 1979

C.C. D.E. Swan
Roger TRygstad
C.T. Keasey

County of Columbia

Robert M Hurd
County Judge/Chairman

Marion Sahagian
Commissioner

Commissioner

Certified By:

Kenneth Roefe
Regional Right-of-Way Supervisor
Date 2-15-79

Instructions: Complete A or B and C.
R/W File No.

OREGON STATE HIGHWAY DI[illegible]ION
117 DOT Building
Salem, Oregon 97310

2005

2-14-79

Attention: Right-of-Way Section

Subject: Federal Aid Project No. S05-0500(1)
Project Name Clatskanie Slough (Erickson Rd) Br.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☑ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

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C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at St. Helens, Oregon, this 14 day of February, 1979

C.C. D.E. Swan
Roger Trygstad
CT Keasey

County of Columbia

Robert M Hurd
County Judge/Chairman

Marion Sahagian
Commissioner

Commissioner

Certified By:

Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 2-15-79

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

Mr. Bob Sanders
P. O. Box 206
Kalama, Wash. 98625

Dear Mr. Sanders:

When highway construction requires COLUMBIA COUNTY or its contractors to enter onto private property to do work as part of a project, the property owner must give their consent before the COUNTY can do this. Under Title III of Public Law 91-646, Uniform Real Property Acquisition Policy, the property owner is entitled to just compensation for the property to be acquired. Should you desire to receive compensation, we will have the property appraised and make you a monetary offer based on the appraisal. This includes not only purchase of property, but construction permits, easements, etc. However, the Law also provides that an owner may donate the necessary property right if he wishes to do so.

If you are willing to acknowledge that you understand these requirements and are still willing to donate to the COUNTY the required right-of-way, the time and expense of the appraisal, etc. could be avoided.

If you are willing to make this stipulation, please acknowledge this letter below and return to our office as soon as possible.

Very truly yours,

A.J. Ahlborn

A. J. Ahlborn
Columbia County Commissioner

ACKNOWLEDGEMENT Robert C Sanders DATED 1-29-79

8989

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-25-79	CC1965		5-8211

BILL TO: Code:

Columbia County Board of Commissioners
Courthouse
St. Helens, Oregon 97051
Attn: Hon. Robert Hunt, Chairman

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the P.E. for Erickson & McLean Br's., SOS-0500( ) Accounting Handles this Order to Render Service #M-2 AD 402			

Advance Deposit Amount	$ 3,000.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 3,000.00
Transfer to Highway Fund	$ 2,500.00
Refund Due	$
Partial or final request for billing	
Number of the previous request in connection with this service.	

Amount Due . . . . . $

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Gerald Wimer
Gerald W. Wimer

SP*35736-734

8989

2

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE, WASH 98174
PHONE (206) 442-5864

16591
Serial 301
JUN 22 1978

In reply refer to
Proposed Replacement Bridge
across Beaver (Clatskanie) Slough
near Clatskanie, Oregon

PUBLIC NOTICE NO. 78-N-10

BRIDGES

All interested parties are notified that an application has been received by Commander, Thirteenth Coast Guard District from Columbia County Oregon, P. O. Box 366, St. Helens, Oregon 97051, for approval of location and plans for a replacement bridge across a navigable waterway as follows:

WATERWAY AND LOCATION

Clatskanie Slough is the estuarine section of Beaver Slough. The proposed replacement bridge would cross Clatskanie Slough at approximate Mile 1.0 approximately one mile north of Clatskanie, Oregon.

CHARACTER OF WORK

The applicant proposes to replace the existing hand-operated drawbridge at this location with a fixed bridge immediately adjacent east of the existing bridge. The existing bridge was last opened in 1972 in connection with the Beaver Lumber Company mill immediately upstream. The mill is to be dismantled according to the mill owner. The proposed fixed 2-lane bridge will be constructed of precast concrete slabs supported by precast concrete bents providing 3 spans across the waterway. The existing bridge provides a horizontal clearance of 50 feet and a vertical clearance of 9.3 feet at mean high water in the closed position. The proposed bridge will provide the following navigation clearances:

HORIZONTAL	-	53.5 feet
VERTICAL	-	9.9 feet at MHW El. 7.6 feet
		17.5 feet at MLLW El. 0.0 feet

RECEIVED
STATE HWY ENGR
JUN 30 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

ENVIRONMENTAL CONSIDERATIONS

The applicant has prepared an environmental assessment for the proposed project. The assessment is available for review at the office of the applicant, and at the office of Commander, Thirteenth Coast Guard District, Aids to Navigation Branch. The Coast Guard considers the proposed bridge replacement project to be a non-major federal action for the purposes of the National Environmental Policy Act of 1969, because the project consists of the reconstruction of an existing bridge on essentially the same alignment and location. The project will be investigated for compliance with other environmental protection laws, including Section 4(f) of the Department of Transportation Act, Section 106 of the National Historic Preservation Act, etc. The project may be reclassified as a major federal action if information is received which identifies significant environmental impacts. A separate permit under Section 404 of the Federal Water Pollution Act, as amended, may be required by the U. S. Army, Corps of Engineers for the placement of fill material.

SOLICITATION OF COMMENTS

Interested persons are requested to express their views, in writing, on the suitability of the location, the effect on the environment and the adequacy of the navigation clearances, giving sufficient detail to establish a clear understanding of their reasons for support or opposition of the project. Comments will be received for the record at the office of Commander, Thirteenth Coast Guard District (oan), 915 Second Avenue, Seattle, Washington 98174 through 24 July 1978.

BASIS FOR DECISION

The decision as to whether or not approval will be granted to the location and plans for the proposed bridge is dependent upon the impact of the bridge upon navigation and the quality of the human environment. Factors such as the presence or absence of wild life or waterfowl refuges, public parks, historic sites, potential for pollution, etc., will be made a part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval.

P/N 78-N-10
Bridges

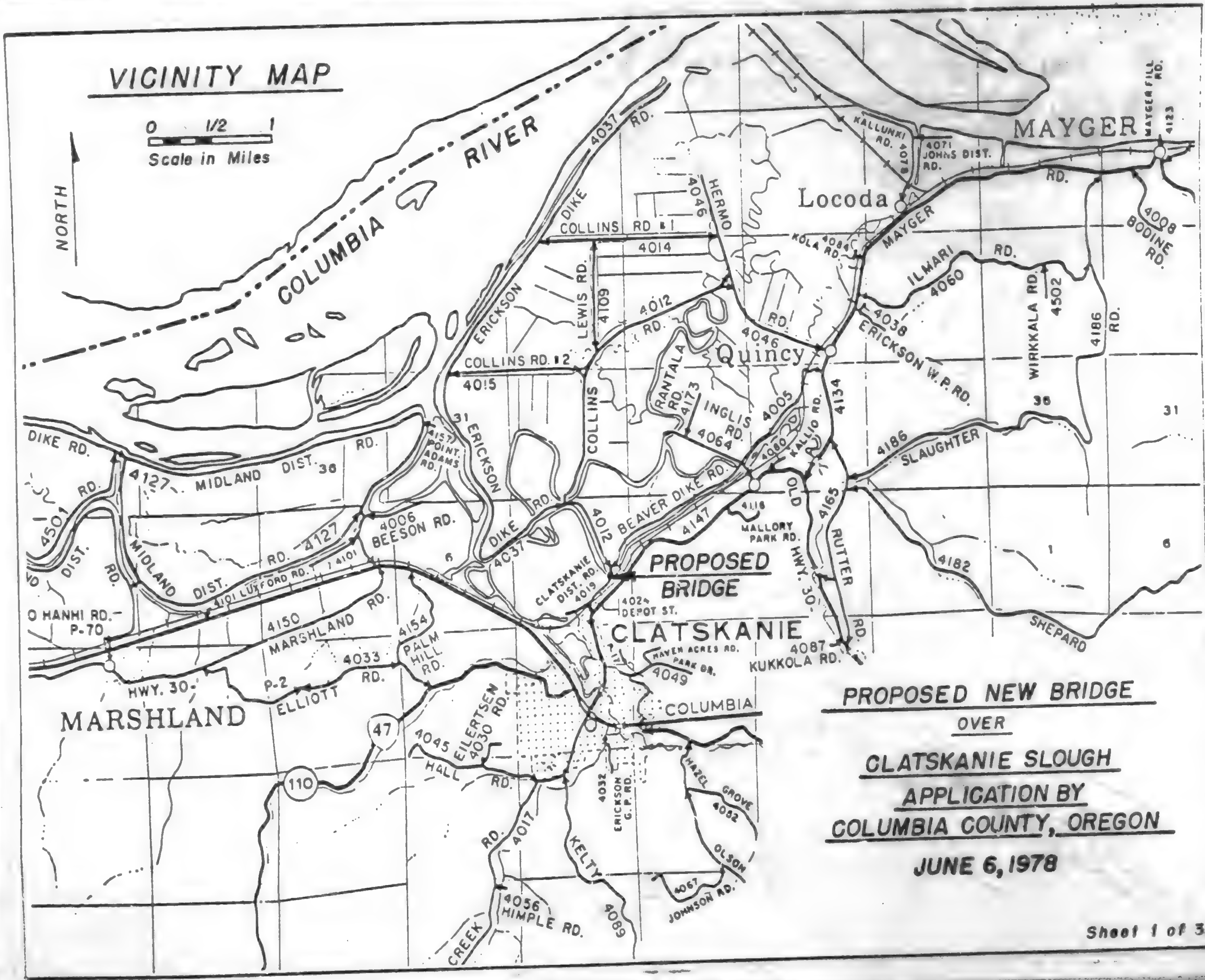
This Notice consists of three pages of descriptive material, three sheets of drawings and a one sheet Public Notice by the Oregon Department of Environmental Quality.

Sincerely,

R. C. Walton
R. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) Drawings (3)
(2) P/N Oregon DEQ

VICINITY MAP


0 1/2 1
Scale in Miles
NORTH
COLUMBIA RIVER
MAYGER
Locoda
Quincy
CLATSKANIE
MARSHLAND
PROPOSED BRIDGE
COLUMBIA
DIKE RD.
4127 MIDLAND DIST. RD.
4501 DIST. RD.
MIDLAND DIST. RD.
4101 LUFFORD RD.
O HANHI RD. P-70
HWY. 30
4150 MARSHLAND RD.
4033 P-2 ELLIOTT RD.
4154 PALM HILL RD.
4006 BEESON RD.
4157 POINT ADAMS RD.
31 ERICKSON
4037 DIKE RD.
ERICKSON
COLLINS RD. 2
4015
COLLINS RD. 1
4014
LEWIS RD. 4109
4012 RD.
COLLINS
4046 HERMO RD.
RANTALA RD. 4173
INGLIS RD. 4064
4005
4080
KALLIO RD.
4134
4037 DIKE RD.
4012 BEAVER DIKE RD.
CLATSKANIE DIST. RD. 4019
4024 DEPOT ST.
4147
4118 MALLORY PARK RD.
OLD HWY. 30
4165 RUTTER RD.
4087 KUKKOLA RD.
HAVEN ACRES RD.
PARK DR.
4049
4171
KALLUNKI RD. 4078
4071 JOHNS DIST. RD.
MAYGER RD.
MAYGER FILL RD. 4123
4084 KOLA RD.
ILMARI RD. 4060
4038 ERICKSON W.P. RD.
WIRKKALA RD. 4502
4186 RD.
4008 BODINE RD.
4186 SLAUGHTER
4182
SHEPARD
36
31
6
1
47
110
4045 HALL RD.
EILERTSEN 4030 RD.
4017 RD.
4032 ERICKSON G.P. RD.
KELTY 4089
HAZEL GROVE 4082
OLSON
4067 JOHNSON RD.
4056 HIMPLE RD.
CREEK

PROPOSED NEW BRIDGE

OVER

CLATSKANIE SLOUGH

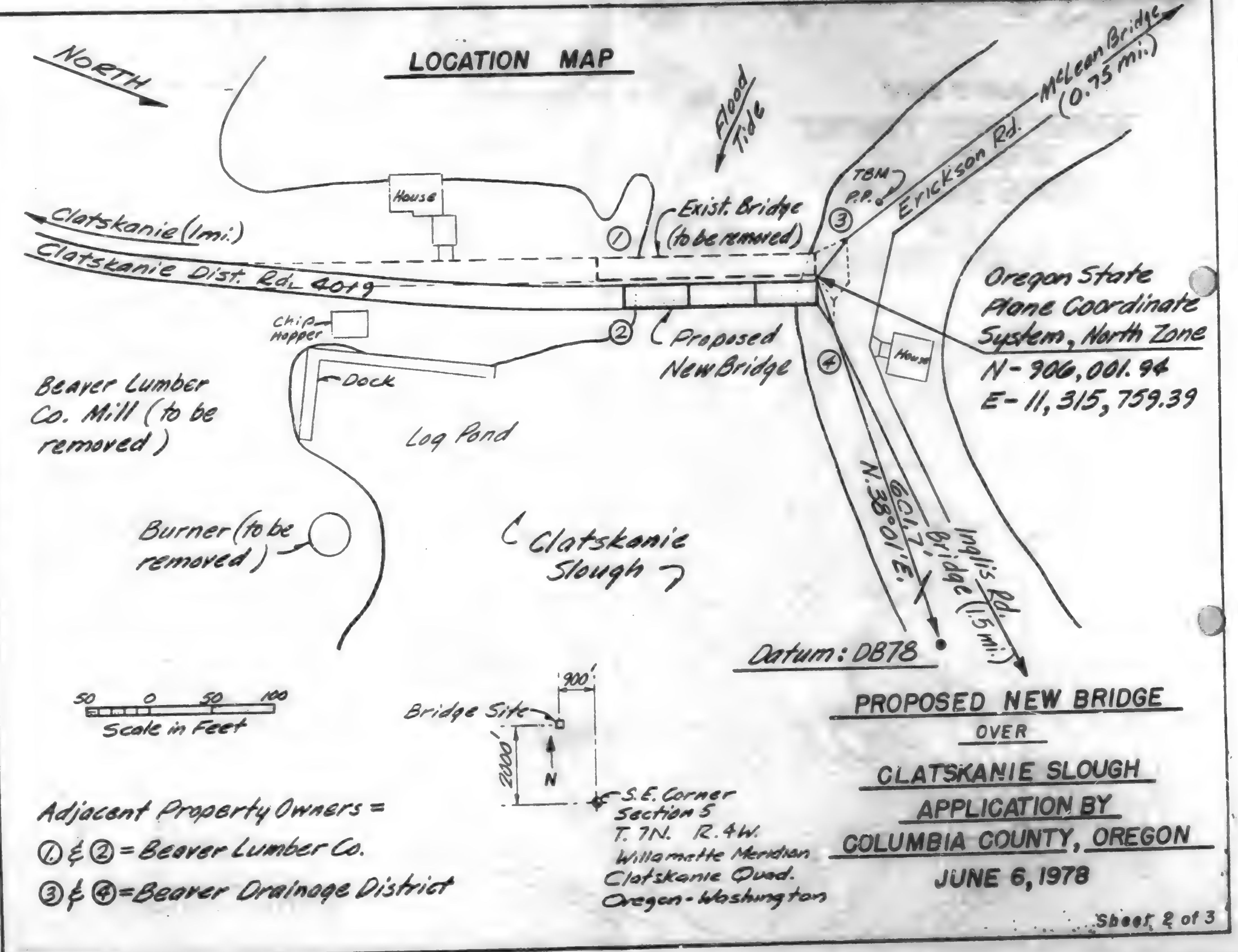
APPLICATION BY

COLUMBIA COUNTY, OREGON

JUNE 6, 1978

Sheet 1 of 3

LOCATION MAP


NORTH
Flood Tide
Clatskanie (1mi.)
Clatskanie Dist. Rd. 4079
House
Exist. Bridge (to be removed)
①
②
③
④
Chip Hopper
Proposed New Bridge
TBM P.P.
Erickson Rd.
McLean Bridge (0.75 mi.)
Oregon State Plane Coordinate System, North Zone
N-906,001.94
E-11,315,759.39
House
Dock
Beaver Lumber Co. Mill (to be removed)
Log Pond
Burner (to be removed)
Clatskanie Slough
GC 1.7
N.38°01'E.
Bridge (1.5 mi.)
Inglis Rd.
Datum: DB78
50 0 50 100
Scale in Feet
Bridge Site
900'
2000'
N
S.E. Corner
Section 5
T. 7N. R. 4W.
Willamette Meridian
Clatskanie Quad.
Oregon-Washington

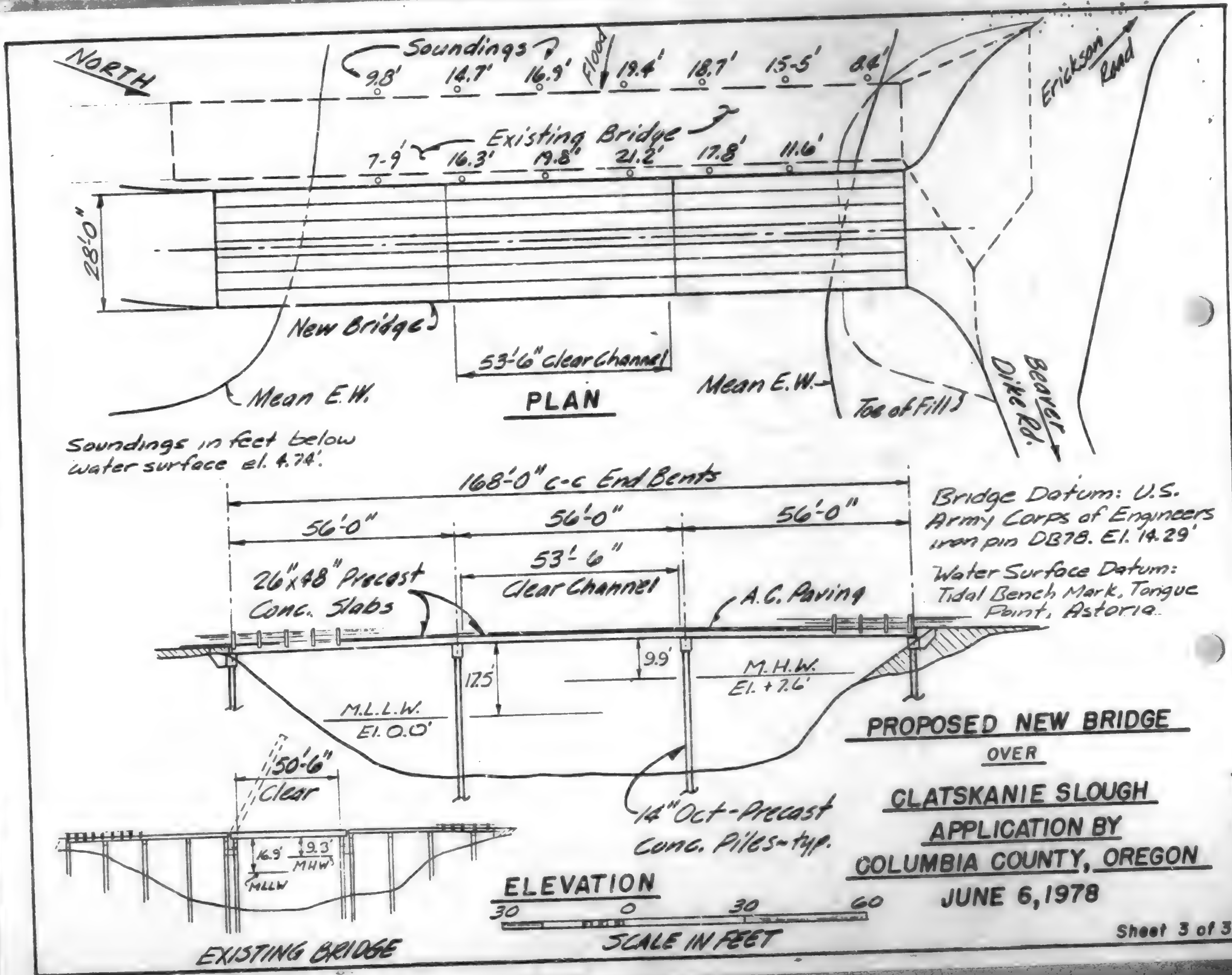
Adjacent Property Owners =

① & ② = Beaver Lumber Co.

③ & ④ = Beaver Drainage District

PROPOSED NEW BRIDGE
OVER
CLATSKANIE SLOUGH
APPLICATION BY
COLUMBIA COUNTY, OREGON
JUNE 6, 1978

Sheet 2 of 3



NORTH
Soundings
9.8'
14.7'
16.9'
Flood
19.4'
18.7'
15-5'
8.4'
Existing Bridge
7-9'
16.3'
19.8'
21.2'
17.8'
11.6'
28'-0"
New Bridge
53'-6" clear Channel
Mean E.W.
PLAN
Mean E.W.
Toe of Fill
Erickson Road
Beaver Dike Rd.
Soundings in feet below water surface el. 4.74'.
168'-0" c-c End Bents
56'-0"
56'-0"
56'-0"
53'-6"
Clear Channel
26"x48" Precast Conc. Slabs
A.C. Paving
9.9'
17.5'
M.H.W. El. + 7.6'
M.L.L.W. El. 0.0'
50'-6" Clear
16.9'
9.3' MHW
MLLW
14" Oct-Precast Conc. Piles-typ.
ELEVATION
30
0
30
60
SCALE IN FEET
EXISTING BRIDGE

Bridge Datum: U.S. Army Corps of Engineers iron pin DB78. El. 14.29'

Water Surface Datum: Tidal Bench Mark, Tongue Point, Astoria.

PROPOSED NEW BRIDGE
OVER
CLATSKANIE SLOUGH
APPLICATION BY
COLUMBIA COUNTY, OREGON
JUNE 6, 1978

Sheet 3 of 3

8989

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

Telephone 238-8250

May 4, 1978

J. AHLBORN, Member
Columbia County Board of Commissioners
Columbia County Courthouse
St. Helens, OR 97051

Subject: Columbia County

J.:

As I advised you by telephone, our Project Management Section has reconsidered your request to consolidate Erickson and McLean bridges with the Inglis Bridge project and we will incorporate the three bridges into one contract using the combined funds of the County's 1977 and 1978 Safer Off-System Road projects. This will allow a total combined project of $500,000, using $430,000 in Federal funds and $70,000 in County matching funds. The County is, of course, expected to pay 14% of all costs including engineering up to $500,000 and 100% of all costs over $500,000. Since the agreements for these two projects did not identify exact dollar amounts, no changes will be required and we will consolidate the two projects as you requested.

If you have any questions on this, let me know.

Jon Rose

JON ROSE
Federal Aid Engineer

JR/ldo

cc: M. J. Klotz
[redacted]

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LCE ☒ FAE ☐ OPE ☐
MAY 8 1978
File: PM FA
TAN Brynoldson LC OP

8989

April 19, 1978

Jon Rose
Metro Federal Aid Engineer

G. W. Wimer
Local Government Manager

Erickson, McLean & Inglis Bridges
Safer Off-System Projects
Columbia County

Jon, we received a copy of the attached letter from Wally Palmateer to Columbia County. After studying the proposal to combine the funding of the County's '77 and '78 SOS projects into one fund to cover all three bridges, we decided that the request, though unusual, did have merit.

Please inform the County that we will let the Erickson, McLean and Inglis Bridges all in one contract using the combined funds of their '77 and '78 SOS projects. This will amount to $500,000 with $430,000 federal funds and $70,000 County matching funds.

The County should realize they are expected to pay 14% of all costs, including engineering up to $500,000, and 100% of all costs over $500,000.

RHP:lml
Att.

cc: Bill Penhollow w/att.
Walt Hart w/att.

QBEC **CONSULTING ENGINEERS**

April 6, 1978

PROJECT MANAGEMENT
PME ☐ CCE ☒ OM ☐
LGE ☐ FAE ☐ OPE ☐
APR 10 1978
M
TAA ________ File: PM FA
LG OP

Columbia County Board of Commissioners
County Courthouse
St. Helens, Oregon 97051

Attention: A. J. Ahlborn, Commissioner

Re: Erickson/McLean and Inglis Projects

I spoke to Jon Rose yesterday about combining these two projects. His information, from Gerald Wimer's staff in Salem, is that the two projects might be combined under a single contract for construction but the funding must be kept separate.

The Erickson/McLean project was funded for 1977 fiscal and Inglis for 1978 fiscal.

Our preliminary engineering is funded solely by the County on one project and the cost sharing agreement on the other.

Construction engineering is funded identically on both projects and we can easily keep the project costs separated if necessary.

The construction bid, if under one contract, can easily have costs prorated to the proper project.

It makes sense to let all three bridges as a single project, for all parties would share in the reduced costs. The State is not involved monetarily in funding the project. The Federal Grant under the off system program (86%) is a maximum of $215,000 for each project with the County to pay both the matching balance of $70,000 and 100% of the overrun. It would then seem the position of the FHWA would be to maximize the amount of work that can be done under this limited grant, and subsequently reduce the costs to the Counties to the greatest extent possible. Anything else would seem to be counter productive to the program. My estimate is that the County would save between $15,000/20,000 of your 100% match money if the funding could be combined and an additional $10,000 in construction costs.

P.O. BOX 72 • SPRINGFIELD, OREGON 97477 • (503) 746-9673

would suggest that you inquire further of both Gerald Wimer and possibly ern Cusick of FHWA to see if there are Federal guidelines that prevent this onsolidation of fundings. If it is only an administrative procedure for eparation of fundings for auditing purposes, I would see no obstacle in ombining the grants.

W. A. Palmateer
General Manager

AP:seb

c: Jone Rose
Gerald Wimer, Project Management

8989

2

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-10-78

FEDERAL AID PROJECT NO.: S-0500(1)

STATE PROJECT NO.: See Below

COUNTY NAME: Columbia

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 80241

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED: 4-10-78

DATE AUTHORIZATION EFFECTIVE: 4-10-78

FEDERAL ROUTE NUMBER: Non Federal aid

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:
"Erickson & Mc Lean Bridges"

GENERAL DESCRIPTION OF WORK:
Two Structures

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

FRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify): Consultant Agreement
Oregon Bridge Engineering Company
)Construction Engineering)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRICTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

Swan 4-13

REMARKS

As requested in Mr. Swan's letter of 4-6-78 I approve the Consultant Agreement with Oregon Bridge Engineering Company. A signed copy is returned herewith.

Also, as requested in Mr. Swan's 4-6-78 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $355,000, Federal funds $215,000 in accordance with the provisions fo your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that yourproposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appropriations Act of 1977 apply to the construction phase of this project.

DATE: 4-10-78

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for Division Admininstrator

FORM PR-1240 (REV. 8-70)   EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—620-737

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 30, 1978

G. L. Green, Division Administrator
Federal Highway Administration

D. E. Swan
Federal Aid Manager

Proposed Consultant Engineering Agreement
Project No. SOS-0500(-)
Erickson and McLean Bridges
Columbia County

We request, under the provisions of FHPM 6-1-2-2, your preaward review and approval of the enclosed copy of the proposed Consultant Engineering Agreement with Oregon Bridge Engineering Company for the performance of construction engineering on the subject project.

Also enclosed for your information is a copy of the preaward evaluation dated December 21, 1977.

CL:tmw

Enclosures

cc: M. Holmes

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ M FAE ☐ OPE ☐
MAR 3 1 1978
M
File: PM FA
LG OP
TAA

8989

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 6, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80241
Project No. SOS-0500(1)
Erickson & McLean Bridges
Columbia County

Enclosed is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

1) Approval of the enclosed copy of the consultant agreement with Oregon Bridge Engineering Company for the performance of construction engineering on the project and the return of one copy of the agreement approved for our files. Your office approved the preaward review and approval of the proposed consultant agreement on April 4, 1978.

2) Authorization for construction at an estimated total cost of $355,000 with an obligation of $215,000 in federal funds.

CL:dmc
Enc.
cc: M. Klotz (Metro
H. Reynoldson

Budget Bureau No. 41-R2067;
U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM FR-1
(REV. 4-61)

April 6, 1978

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	(19) (20)	21 Co. Rd., 1 & 1 3/4 mi. North of Clatskanie 65	ADT	75** 230*	(66) N/A (70)	(71) 98 (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	CA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	28 Two Bridges 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 SOS - 23	0500 (1)

CARD 4

CLASS OF FEDERAL FUNDS: Safer Off-System Roads

COUNTY NAME: Columbia

NAME OF URBAN AREA 17-31: --

ROUTE NO.: N

FEDERAL-AID: Non (32)

STATE: Co. Rds. (36) (37)

U.S.

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**		"Erickson & McLean Bridges"					
5					**CONST** (CODE) X081			0.08	355,000	215,000	--	140,000 (Co.)

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	CL	PROJECT TOTALS	0.08	(16) 355,000 (23)	(24) 215,000 (32)	--	140,000 (Co.)
1	14	PROGRAM APPROVAL DATES March 8, 1978					REMARKS	

* Adt Erickson Rd.
** Adt Collins Rd.

-over

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

April 6, 1978

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

T LOCATION (45 typewriter spaces) Rd., 1 & 1 3/4 mi. North of Clatskanie	ADT	PRESENT 75** 230*	FUTURE N/A	YEAR 98	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 680	ITEM NO. 80241

K (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER

PROJECT NUMBER: PREFIX LETTER(S) S0S - NUMBER 0500 (1) SEQ. NO.

I. Projects Only: POST MI. DESIG.

ystem Roads

COUNTY NAME Columbia CODE 009

PROGRAM STAGE ☐ 1 OR ☐ 2

ROUTE NO. N FEDERAL-AID Non STATE Co. Rds. U.S.

ESTIMATED PROJECT COST BY PHASES

K YPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W								
ST		"Erickson & McLean Bridges"	0.08	355,000	215,000	--	140,000 (Co.)	ROW-60' normal; Access Control-None; Parking Restrictions-None
CL		PROJECT TOTALS	0.08	355,000	215,000	--	140,000 (Co.)	

L DATES March 8, 1978

REMARKS

* Adt Erickson Rd.
** Adt Collins Rd.

-over-

USCOMM DUSCOMM-DC 48908-P61

ERICKSON & McLEAN BRIDGES
PROJECT NO. SOS-0500(1)

Existing Facilities:
Roadway -- Erickson Rd. is 18 foot A.C. surface with 4 foot shoulders.
Collins Rd. is 20 foot A.C. surface with 4 foot shoulders.
Structures-Erickson Br. #125 , 210 foot wood deck and stringers on timber.piling, HC 17 feet.
McLean Br. #069, 216 foot wooden pile trestle, HC 17 feet.

Adjacent Sections: Same as existing roadway facilities.

Project Data: Work under this project consists of the following:
1) Remove existing Erickson bridge and construct on existing alignment a 210 foot prestressed concrete structure on precast piling with a 30 foot roadway and necessary roadway approaches.
2) Construct 220 foot prestressed concrete bridge (McLean) with a 28 foot roadway on revised alignment and remove existing bridge. County to construct necessary roadway approaches. Adjustment of utilities as required at both bridge sites.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved

FHPM 4-1-4 Requirements:
Erickson Bridge -- Exempt from A-95 review under working agreements.
McLean Bridge -- State & District 2 Clearinghouse A-95 review approval letters dated January 17, 1978 and February 6, 1978 respectively.

FHPM 7-7-2 Requirements: Nonmajor Action project concurred in by FHWA on November 18, 1977 and January 12, 1978.

FHPM 7-7-5 Requirements:
a) Public Hearings -- None required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 1.

8989 2

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: April 6, 1978

In reply refer to: HEC.3-OR

SUBJECT: Oregon Project SOS-0500(-)
Erickson and McLean Bridges
Columbia County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Chief of Operations, ODOT
Salem, Oregon

As requested in Mr. Swan's letter of March 30, 1978, the proposed Consultant Agreement is approved for form and content. Formal approval will be granted when project request is submitted.

G. K. Hossner
for G. L. Green

cc:
ODOT (D E Swan, Fed aid Mgr)

RECEIVED
TECHNICAL SERVICES
APR 11 '78
REFER TO
FOR
Info | Invs | R/D | D/R | Sign | Act | File

RECEIVED
DOT OPERATIONS
APR 07 '78
REFER TO
Hunt
FOR
Info | Invs | R/D | D/R | Sign | Act | File

8789

Date 4-4-78 PROJECT MANAGEMENT OFFICE MEMO

Subject Erickson, McLean, Inglis - SOS Project File No.

Received (call) ~~(visit)~~ from Jon Rose

Address Metro

~~Made (call) (visit) to~~ Phone

Reason for contact and general discussion: W. Palmeteer asked Jon if all three of the above bridges could be combined into one SOS Project for Columbia County. I told him "No"! The Erickson-McLean is a FY '77 project with $250,000 max. and the Inglis is a FY '78 project with a $250,000 max. They must be considered as two separate projects. We will be able to let all three bridges in one contract, but separate project costs will have to be kept.

Signature

File ( ) ( ) (✓) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

cc. Jon Rose N MH

8989

Form E-180—3M—12-64

Oregon State Highway Department

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service: Columbia County Board of Commissioners

331 Courthouse, St Helens, Or 97051

By: A. J. Ahlborn

Columbia County Commissioner

(Official Capacity)

Order No. M - 2

Date March 10, 1978

Prefix and account number to which work is to be charged 5- 8211

Description and Location of Work To Be Performed or Materials To Be Furnished:

Contract preparation and design checking as required by FHWA for Erickson & McLean Bridge construction in Columbia County

Estimate of Quantities and Cost As required on "Actual Cost" basis to be determined by final accounting estimated to be $3,000

Basis of Payment:

☐ Monthly payments
☐ Single payment on completion of work
☒ Other basis as follows:

Amount of advance deposit (if any) $3,000

Deposit received by Secretary on

Authority from Requisitionist:

☐ Agreement dated
☒ Letter to Metro Sect., date Feb. 10, 78
☐ Oral request to , date

Department Authority:

☐ Order of Highway Commission
☐ Order of State Highway Engineer
☒ Head of department issuing order

Field information submitted by in letter dated

Expected date of completion of work or delivery of materials June 1978

Superintendent or engineer responsible for performance of work and submission of information for billing Max J. Klotz, Metro Technical Services Engineer

Record of billing requests:

Number . . .			
Date			
Amount . . .			

Order prepared by Metro Technical Services Department

Signed

Max J Klotz,
Metro Technical Services Engineer

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

[illegible]

c.c. Walt Hart
Pete Carstensen

8989

Date 3/10/78

PROJECT MANAGEMENT OFFICE MEMO

Subject Columbia Co. SOSR Br's. (Erickson, McLean, Inglis.) File No.

~~Received (call) (visit) from~~

Address

Made (call) ~~(visit)~~ to W. Palmateer, Oregon Bridge Engr. Co. Phone

Reason for contact and general discussion:

Mr. Palmateer indicated that, since the above three structures are in the same general vicinity, he would like to get them ready to go at the Oct. 19, 1978 bid letting. Oregon Bridge is doing the P.E. on these bridges at county expense.

P.E. on Inglis Bridge is F.A. participating

C.C. Son Rose Hal Versteeg
Buz Swan Walt Hart
3/10

Signature

File ( ) ( ) (✓) ( ) ( ) ( ) ( ) ( ) N
Circulate: PME LGE OPE FAE CCE OM Other

8989

RECEIVED FEB 27 1978 aja
Road Dept.

Okaja

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

February 24, 1978

Telephone 238-8250

J. AHLBORN
Columbia County Board of
Commissioners
331 Court House
St. Helens, OR 97051

Subject: Advance Deposit
State Engineering Costs
Erickson and McLean Bridge Project
Columbia County

21-21-4522

J.:

In your February 10 letter you advised that the County wishes to advance the entire $3,000 to cover costs expected to be incurred by the Highway Division in reviewing the bridge design and preparing for contract bidding on the Erickson and McLean Bridge project. The County's advance deposit will allow us to program construction with FHWA promptly after preliminary engineering has been completed by OBEC. Please make the County's check payable to the Oregon State Highway Division and submit to my attention at this office.

Thanks.

Jon Rose

JON ROSE
Federal Aid Engineer

JR/ldo

MA PDM PDE TSE SPC
ODOT - METRO
MAR 13 1978
AM PPS FILE T/A

8989

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

February 8, 1978

Telephone 238-8250

J. AHLBORN
Columbia County Commissioner
Columbia County Courthouse
St. Helens, OR 97051

Subject: Project Approval
McLean Bridge
Columbia County

J.:

I want to confirm for you the approval of your request to include replacement of McLean Bridge in the project already approved for Erickson Bridge. At its January 24, 1978, meeting, the Oregon Transportation Commission approved Columbia County's request to include McLean Bridge replacement with the previously approved Erickson Bridge project. The $130,000 amount mentioned in radio and newspaper announcements was for the McLean Bridge portion only. The Highway Division will program with FHWA one project to construct both bridges under a single contract using 1977 Safer Off System Road funds. Under the program, federal funds will contribute approximately 86% toward a project with a total cost not exceeding $250,000. The State is programming with FHWA the maximum amount (approximately $215,000 in federal funds) toward these two bridges.

The State will incur costs of approximately $3,000 in contract preparation and design checking as required by FHWA, and since the total cost of the two bridges is expected to exceed the $250,000 limit by $50,000 or more, you advised by phone that the County wished to advance the entire $3,000 rather than include it with other project costs. Would you confirm this by letter so that we may prepare the necessary billing to accomplish this?

If you have questions, please call.

Jon Rose
JON ROSE
Federal Aid Engineer

JR/ldo
Attachment
cc: Region 1
bcc: Max Klotz

-8989

2

February 8, 1978

Columbia County
Board of Commissioners
Rm. 331 Courthouse
St. Helens, OR 97051

MISC. CONTRACTS and
AGREEMENTS No. 6246

Gentlemen:

Attached for your records is a fully executed copy of an agreement to construct the Clatskanie Slough (Erickson) Bridge on Erickson Road and the McLean Bridge on Collins Road in Columbia County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

STATE OF OREGON **INTEROFFICE MEMO** 2

8989

January 19, 1978

TO:
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)

George Bell
Surfacing Design - Lab Bldg.
Region 1 : Ed Hardt
District 2 : W. W. Geibel
Region 1 Geologist: Dan Gano
Gerald Wimer (1)
B. L. Gifford
Metro - R. N. Bothman

DHMoehring

FROM: D. H. Moehring, Manager
Office of Project Management

NOTED
E. S. HUNTER

SUBJECT: PROJECT ASSESSMENT
McLean Bridge
Road 2001
Columbia County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Nonmajor action.

BLG:dpy

Attachment

cc: E. S. Hunter

RECEIVED
TECHNICAL SERVICES
JAN 24 '78
REFER TO
FOR

Info	Inves	R/D	O/R	Sign	Act	File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Salem, Oregon

DATE: January 12, 1978

In reply refer to: HA.1-OR

SUBJECT: Oregon Project SOS-0500(-)
McLean Bridge
Project Assessment
Columbia County

FROM: G. L. Green, Division Administrator

TO: Mr. E. S. Hunter, Mgr., TEchnical Services Branch
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Moehring's December 12, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

for G. L. Green

cc:
ODOT (Moehring)
OSHD (Region 1, Env.)

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☑ OPE ☐
JAN 17 1978
TAA ____ File: PM FA LG OP

RECEIVED
TECHNICAL SERVICES
JAN 16 '78
REFER TO Proj. Mgt
FOR
Info Inves R/D J/R [illegible] Act File

BEN GIFFORD

OREGON STATE HIGHWAY DIVI[illegible]ON
PROJECT ASSESSMENT

CATEGORY 3 PROJECT

NON-MAJOR

505-0500 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date November 4, 1977

Section McLean Bridge

Unit (if appl) --

County Columbia

City --

Highway Road 2001

State Hwy. No. --

Termini: M.P.(if appl) 0.1

Length 250 ft

Region

Construction Estimate $ 130,000
Program Amount

B. Purpose of Project:

To replace an obsolete and deteriorating structure and improve the alignment of Collins Road

C. Origin & History of Project:

The bridge was built in 1932 and superstructure partially rebuilt in 1961. The structure has had a restricted load limit of H-10 since its reconstruction. The existing pile supported structure is entirely untreated.

D. General Description of Project:

Realign the existing roadway by construction of approach fills and a shortened new structure over Beaver Slough on a parallel alignment.

Alignment: New ______ Existing ______ Combined xxx

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 0; Parking 0
Proposed: No. Lanes 2; Med. 0; Shldrs. 2'; Parking 0

Traffic: Existing Facility: Existing ADT 75 est.; Projected ADT 90; Yr. 1985
Existing Level of Service B

Proposed Facility: Projected ADT 90 est.; Yr. 1985
Projected Level of Service B

Right of Way: Additional anticipated yes ; if yes, give approx. No. Parcels 2
Yes, No

Acres 0.1 ; Type of Relocation Req. none ; No. 0

Materials Source, Borrow, Waste Disposal Requirements, if any:

Material for fill would come from local quarries within a few miles of the project.

Type of Structure(s):

Prestress concrete superstructure - pile supported

Brief Description of River or Stream and Type of Involvement, if any:

Beaver Slough is now an isolated system with no connection to the existing waterways. The slough is mainly used for irrigation and/or drainage depending upon seasonal requirements.

Local City, County or COG priorities of project:

The County has designated reconstruction of the bridge as a major priority.

FHWA and/or OSHD approvals given, if any:

approvals pending

Location or Design Alternatives (identify and describe):

The only alternate is stage construction over the existing bridge which would be more costly and more complicated than the proposed construction.

Other Descriptive Information or Comments:

The proposed reduction of the existing waterway has the tenative approval of the Beaver Drainage District.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The topography of the project area is flat with little if any slope. The land lies protected behind a general levee system of the Beaver Drainage District. The groundwater levels are relatively high.

The area is predominately grasslands utilized for grazing and dairy ranching. There is no commercial timber, and alders, willows and tall grasses dominate the edges of the slough.

The Columbia River lowlands which surround this project is the home of many species of waterfowl, marsh birds, small mammals and raptors. Blacktail deer are also present. Small numbers of Columbia White-tailed deer (an endangered species) range in the vicinity. Clearing of the lowlands has caused the loss of much prime habitat for these animals.

Beaver Slough is not directly connected to any other waterway. Water in the slough is supplied through groundwater and surface runoff. Warm water species of fish are present.

2. Cultural:

Development in the project area is almost exclusively rural agricultural with widely scattered farmhouses. The area has electric service and some city or district water systems, but no sanitary or storm water system of sewers.

The primary local contributor to air and noise pollution is the automobile, but the existing low ADT makes these forms of pollution a very minor factor.

Farm vehicles and local autos are the primary users of the existing bridge. It is also used by dike maintenance equipment.

Pipes and conduits are attached to the west side of the bridge.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Minor right-of-way acquisition at one end of the project to improve road alignment. No buildings will be displaced and right-of-way acquisition should have little or no effect.

2. Estimated Impact on Traffic Patterns: Roadway improvement will not interrupt the existing road or have any effect of traffic patterns. Existing speed limits would not be changed. Some increase in farm trucks may be expected as load restrictions on both bridges are removed.

   Consequences--Air Quality, Noise, Safety, etc.:

   None

3. Estimated Impact on Land Use:

   None

   Consequences:

   None

4. Expected Impact on Natural Ecological Resources: Some localized turbidity may result from work on pilings. This impact will be minimized by construction techniques which minimize disturbance of fines in the waterway.

   Consequences:

   No significant effects

5. Expected Impact on Cultural and Scenic Resources: Replacement of the bridge will improve the attractiveness and livability of the area. There will be no disruption to existing scenic resources.

   A cultural resource survey may be required.

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None. The Beaver Drainage District has given tentative approval of the proposed project.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Not affected

b. Noise Standards - No changes in noise levels expected. This constitutes the Noise Study Report per FHPM-773.

c. Water Quality Standards- Construction techniques used will minimize any temporary suspension of silts.

d. Area Land Use and Transportation Plans, and Zoning- will help maintain existing circulation in the area.

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION----------------

-X-NON-MAJOR ACTION-----

SIGNIFICANT:

____ D & FEIS

____ Section 4(f)

NON-SIGNIFICANT:

____ D & F Neg.Dec.

____ Section 4(f)

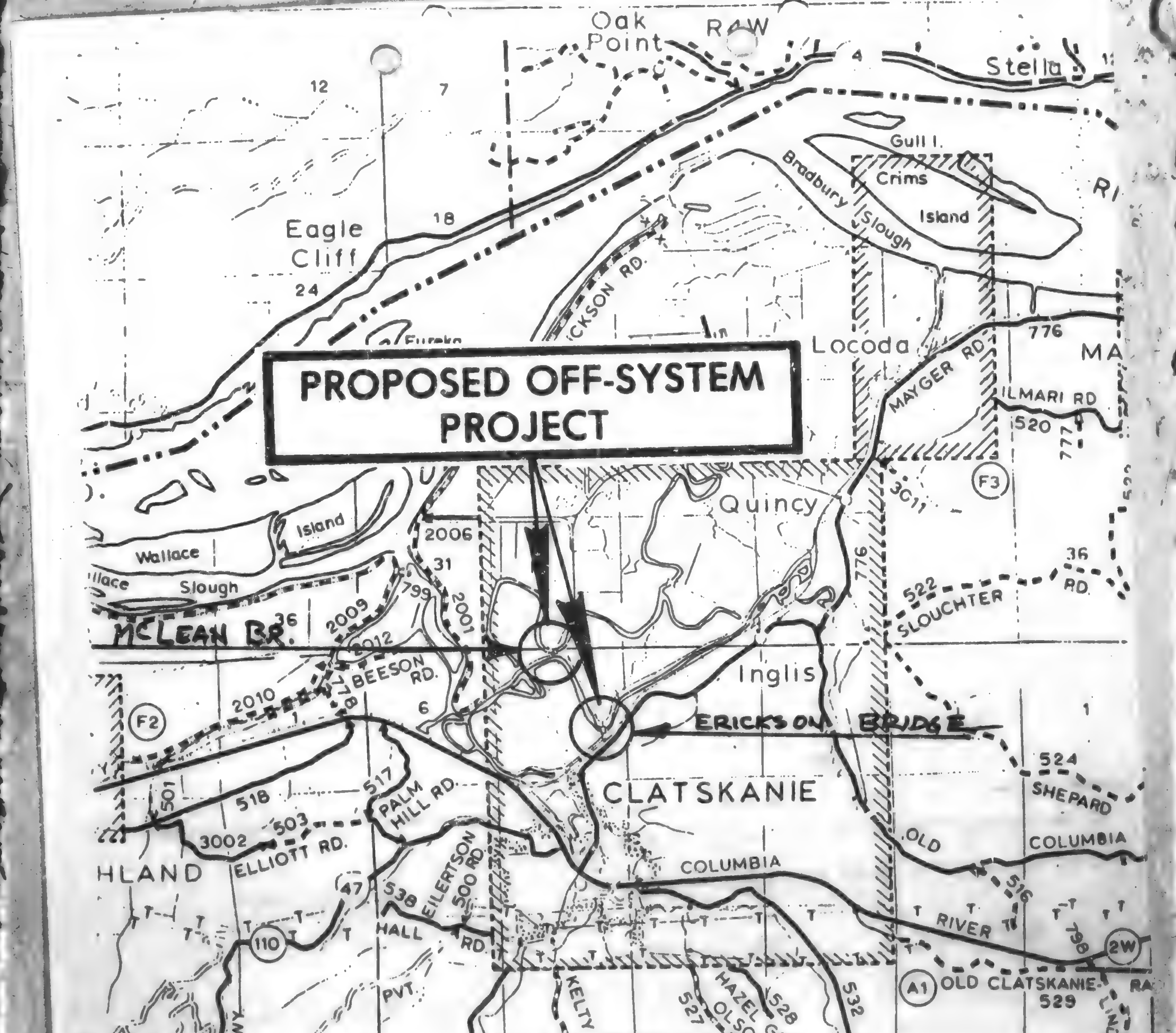
_x_ ASSESSMENT ONLY

____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The project is not of such a magnitude or environmental impact as to warrant more detailed environmental analysis.

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4



PROPOSED OFF-SYSTEM PROJECT

McLEAN BR.
ERICKSON BRIDGE
Oak Point
RAW
Stella
Gull I.
Crims
Island
Bradbury Slough
Eagle Cliff
Eureka
ERICKSON RD.
Locoda
MAYGER RD.
776
ILMARI RD
520
777
F3
3011
Quincy
Wallace
Island
Wallace Slough
2006
31
799
2001
2009
2012
36
BEESON RD.
878
2010
F2
6
Inglis
522
SLOUCHTER
36
RD.
524
SHEPARD
CLATSKANIE
501
518
517
PALM HILL RD.
3002
503
ELLIOTT RD.
HLAND
47
538
EILERTSON
500 RD
HALL RD.
110
COLUMBIA
OLD COLUMBIA
RIVER
516
798
2W
A1
OLD CLATSKANIE
529
KELTY
PVT.
HAZEL GROVE RD
528
527
OLSON
561
532
526
ALDER CR.
SWEDETOWN
MIST-CLATSKANIE HWY
CR. RD.
CONYERS
505
536
RD
705
PVT
TROTTER
779
RD.
526
Clatskanie Heights
12
7
18
24
4
1

8989 2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Department of Transportation

PROJECT TITLE: McLean Bridge

DATE: January 17, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

1/20/78

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
R. N. Bothman, Metro
E. L. Hardt, Reg.1
Morey Payne, Dist.2b
Aeronautics Div.
Paul Hartwig, Parks
B. L. Gifford
D. E. Swan

RECEIVED
STATE HWY ENGR
JAN 20 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7712 2 400

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

NOTED
H.S. COULTER
12-12-77
BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
DEC 20 1977
DIVISION OF STATE LANDS

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7712 2 400 Due Date: JAN 13 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has adverse effects.

☐ We are interested but require more information to evaluate the proposal.

☐ Please coordinate the implementation of the proposal with us.

☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7712 2 400 Due Date: JAN 13 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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- ☐ It has no adverse effect.
- ☐ We have no comment.
- ☐ Effects, although measurable, would be acceptable.
- ☐ It has adverse effects.
- ☐ We are interested but require more information to evaluate the proposal.
- ☒ Please coordinate the implementation of the proposal with us.
- ☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

CULTURAL RESOURCE PROTECTION IN THIS BRIDGE REPLACEMENT AND ROAD REALIGNMENT PROJECT IN CLATSKANIE WILL BE COORDINATED BETWEEN THIS OFFICE AND THE HIGHWAY ENVIRONMENTAL SECTION.

Agency: HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

By: David G Talbot

8789

January 16, 1978

Mr. Lou F. Pierce
OBEC Consulting Engineers
P. O. Box 72
Springfield, OR 97477

McLean Bridge
Beaver Slough
Columbia County Road 2001
Coast Guard Permit

Your letter of January 12, 1978 concerned the need for a Coast Guard permit for the subject project. I have discussed the matter briefly with the Coast Guard's Seattle office. I believe there is some confusion as to which slough is Beaver Slough. Apparently the body of water we call Clatskanie Slough is known as Beaver Slough to the Coast Guard. I'm not sure what they call the water we know as Beaver Slough. I would suggest that you contact the Coast Guard directly to determine if a permit is actually needed for McLean Bridge.

As you requested, I enclose a copy of the original bridge plan for Bridge 1339. We have no plans for Bridge 13818.

Also enclosed are copies of the original Bridge Permit Application drawing for Bridge 1339. These were blown up from microfilm and are not too clear. We have no drawings for Bridge 13818.

We do not have pile driving records for either bridge.

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Assistant Structural
Design Engineer

RWE:dh

Enclosures

cc D. N. Harwell
Jon Rose
L. L. Wallace

PROJECT MANAGEMENT
PME ☐ CCE ☒ OM ☐
LGE ☐ FAE ☐ OPE ☐
JAN 18 1978
M
TAA
File: PM FA
LG OP

Form FHWA 121 (Rev. 5-73) 8989

2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Salem, Oregon

DATE: January 12, 1978

In reply refer to: HA.1-OR

SUBJECT: Oregon Project SOS-0500(-)
McLean Bridge
Project Assessment
Columbia County

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., TEchnical Services Branch
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Moehring's December 12, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

NOTED
E. S. HUNTER

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

for G. L. Green

cc:
ODOT (Moehring)
OSHD (Region 1, Env.)

RECEIVED
TECHNICAL SERVICES
JAN 16 '78
REFER TO Proj. Mgt
FOR
Info Invest R/D S/R Sign. Act File

8989

2

DATE January 12, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Proposed Safer Off-System Roads Projects

On the consent calendar for the January 24 meeting will be two requests for approval of SOS-R projects.

Columbia County is requesting a $130,000 project to construct a structure over Beaver Slough on Collins Road.

A $73,000 project to replace an existing steel pony truss bridge across Hurricane Creek on County Road 590 is being requested by Wallowa County.

Federal Safer Off-System Roads funds for these projects are estimated at $174,580, with Columbia County providing approximately $18,200 in match funds and $10,220 being contributed as match by Wallowa County.

These projects have been investigated and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Attachment.

GEZ:lml

bc:
R. A. Burco
F. B. Klaboe
C. W. Head
R. N. Bothman
D. H. Moehring
E. S. Hunter
J. H. Versteeg
V. E. Skoog
E. L. Hardt
W. E. Schwartz
D. N. Harwell
George Bell

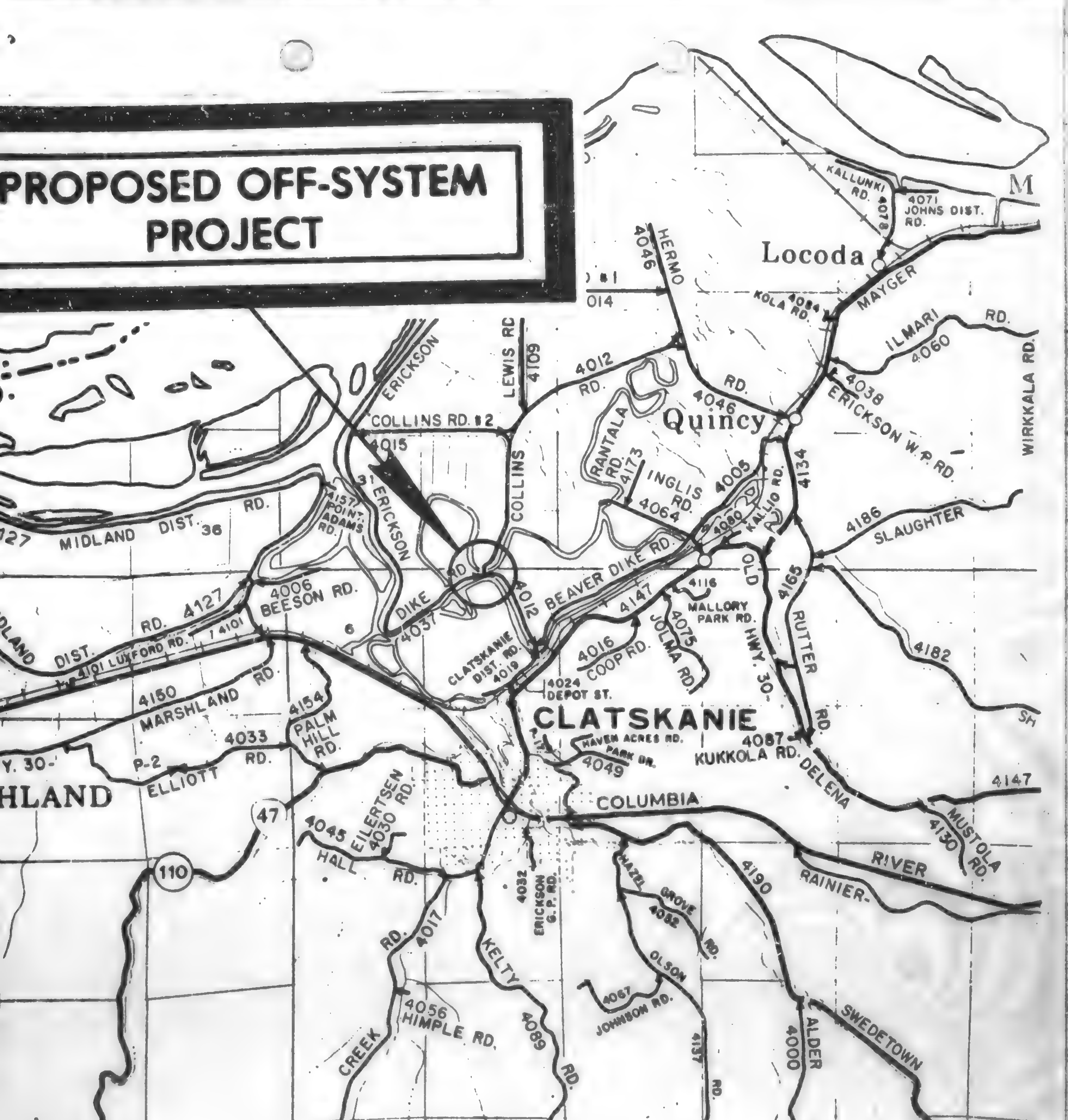
COLUMBIA COUNTY
Proposed SOS-R Project

McLean (Beaver Slough) Bridge
Collins Road
Grade, Pave & Structure
$130,000

This project consists of realigning the existing roadway and constructing a new structure over Beaver Slough on Collins Road. The existing structure is obsolete and deteriorating and has a restricted load limit. Approaches will be constructed as part of the project.

County will engage a consultant to perform preliminary and construction engineering.

PROPOSED OFF-SYSTEM PROJECT


Locoda
KALLUNKI RD.
4078
4071 JOHNS DIST. RD.
M
HERMO 4046
014
MAYGER
4084 KOLA RD.
ILMARI 4060 RD.
WIRKKALA RD.
LEWIS RD 4109
ERICKSON
4012 RD.
4038 ERICKSON W.P. RD.
COLLINS RD. #2
4015
RD. 4046
Quincy
RANTALA RD. 4173
INGLIS RD. 4064
COLLINS
4134
4005
KALLIO RD.
4080
4186 SLAUGHTER
31 ERICKSON
4157 POINT ADAMS RD.
RD.
127 MIDLAND DIST. 36
4006 BEESON RD.
DIKE 4037
4012
BEAVER DIKE RD.
4116
MALLORY PARK RD.
OLD HWY. 30
4165
RUTTER RD.
4182
RD. 4127
LAND DIST.
4101 LUXFORD RD.
4101
6
CLATSKANIE DIST. RD. 4019
4147
4016 COOP RD.
4075 JOLMA RD.
4024 DEPOT ST.
4150 MARSHLAND RD
4154 PALM HILL RD.
4033 RD.
P-2 ELLIOTT
Y. 30
CLATSKANIE
HAVEN ACRES RD.
PARK DR.
4049
4087 KUKKOLA RD.
DELENA
SH
HLAND
47
COLUMBIA
4147
MUSTOLA RD. 4130
4045 HALL RD.
EILERTSEN 4030 RD.
RIVER
RAINIER
110
4032 ERICKSON G.P. RD.
HAZEL GROVE 4082 RD.
4190
RD. 4017
KELTY 4089 RD.
OLSON
4067 JOHNSON RD.
4137 RD.
4056 HIMPLE RD.
CREEK
4000 ALDER GROVE
SWEDETOWN
CEDAR
CONYERS 4017
MIST
4112 MADDOX RD.
RD. 4000
TROTT 4195
4190
Clatskanie Heights
CLATSK
36
31
36

8989

STATE OF OREGON
HIGHWAY DIVISION
Accounting

INTEROFFICE MEMO

TO: Vernon E. Skoog
Controller

DATE: December 21, 1977

FROM: Dettmar W. Jones D.W. Jones
Staff Auditor

SUBJECT: Pre-award Evaluation
Oregon Bridge Engineering Co./Columbia County
ERickson & McLean Bridges

Definition Statement

The referenced proposal calls for Consultant to perform both preliminary and construction engineering. Councy agrees to pay for the preliminary phase, and OSHD and FHWA agree to participate in the construction engineering costs. The Agreement proposes actual cost plus fixed fee not to exceed $31,115.

Analysis

Section VI, Payment, requires some change in wording to conform to the intent of the Agreement as detailed in Exhibit A. On Page 6, the first sentence of the Section, delete *"by County"*.

On Page 7, Paragraph 4, should read as follows: *"State shall pay to Consultant, as compensation for construction engineering, based upon Consultant's actual costs plus fixed fee, an amount not to exceed $31,115 as stipulated in Exhibit A. This amount is payable in monthly increments plus a percentage of the fixed fee directly related to the percentage of construction work completed. When total construction engineering costs billed by Consultant exceed $31,115, the County shall pay directly to Consultant the additional amounts, not to exceed 15% of construction costs."*

On Page 7, Paragraph B, the second sentence should read: *"County shall review, approve and forward to State billings for construction engineering from Consultant."*

In Exhibit A, Page 1 of 3, delete the line item *"Total $2,680"*. Otherwise the arithmetic is correct.

Conclusion

Contingent upon the revisions noted above, we recommend approval of the proposed agreement.

APPROVED
V.E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

DWJ:njc

cc: Gerald Wimer
R. J. Hacek

8989

Col 19-1
c
McLean

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

December 12, 1977

TO **Executive Department**
Federal Aid Coordination Unit

Columbia Region Association of Governments
527 S.W. Hall Street
University Center Bldg.
Portland, Oregon 97201

FROM **D. E. Swan**
Federal Aid Engineer

SUBJECT **Notice of Intent for Federal Aid Funds**
State Admin. Dist. No. 2
Section: McLean Bridge
Highway: Columbia Co. Rd. #2001
County: Columbia

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be December 12, 1977.

BLG: dmc

Attachment

cc:
- G. L. Green ✓
- H. S. Coulter ✓
- F. E. Terpin
- J. B. Bovd
- J. H. Versteeg
- Gary Potter
- W. J. Hart
- **Region** 1 : E. L. Hardt
- **District** 2: W. W. Geibel
- **Aeronautics Division**
- **Paul Hartwig, Parks**
- Gerald Wimer
- B. L. Gifford
- R. N. Bothman, Metro

RECEIVED
STATE HWY ENGR
DEC 15 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway			
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310		
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563	
01	12] PROJECT TITLE [71 McLean Bridge				
11	12] PROJECT LOCATION—CITY Columbia Co. Rd. #2001	PROJECT LOCATION—COUNTY Columbia	PROJECT LOCATION SEC: T: R:		

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 To replace an obsolete and deteriorating structure and improve the alignment

06 12] of Collins Road. Realign the existing roadway by construction of approach [71

07 12] fills and a shortened new structure over Beaver Slough on a parallel alignment. [71

08 12] [71

09 12] [71

10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	111,800	--	--	18,200	--	130,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: December 12, 1977	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	January	12	1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: December 12, 1977

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY
3 PROJECT

NON-MAJOR
505-0500 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date November 4, 1977

Section McLean Bridge

Unit (if appl) --

County Columbia

City --

Highway Road 2001

State Hwy. No. --

Termini: M.P.(if appl) 0.1

Length 250 ft

Region

Construction Estimate $ 130,000
Program Amount

B. Purpose of Project:

To replace an obsolete and deteriorating structure and improve the alignment of Collins Road

---

C. Origin & History of Project:

The bridge was built in 1932 and superstructure partially rebuilt in 1961. The structure has had a restricted load limit of H-10 since its reconstruction. The existing pile supported structure is entirely untreated.

D. General Description of Project:

Realign the existing roadway by construction of approach fills and a shortened new structure over Beaver Slough on a parallel alignment.

Alignment: New ______ Existing ______ Combined xxx

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 0 ; Parking 0

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2' ; Parking 0

Traffic: Existing Facility: Existing ADT 75 est. ; Projected ADT 90 ; Yr. 1985

Existing Level of Service B

Proposed Facility: Projected ADT 90 est. ; Yr. 1985

Projected Level of Service B

Right of Way: Additional anticipated yes ; if yes, give approx. No. Parcels 2
Yes, No

Acres 0.1 ; Type of Relocation Req. none ; No. 0

Materials Source, Borrow, Waste Disposal Requirements, if any:

Material for fill would come from local quarries within a few miles of the project.

Type of Structure(s):

Prestress concrete superstructure - pile supported

Brief Description of River or Stream and Type of Involvement, if any:

Beaver Slough is now an isolated system with no connection to the existing waterways. The slough is mainly used for irrigation and/or drainage depending upon seasonal requirements.

Local City, County or COG priorities of project:

The County has designated reconstruction of the bridge as a major priority.

FHWA and/or OSHD approvals given, if any:

approvals pending

Location or Design Alternatives (identify and describe):

The only alternate is stage construction over the existing bridge which would be more costly and more complicated than the proposed construction.

Other Descriptive Information or Comments:

The proposed reduction of the existing waterway has the tenative approval of the Beaver Drainage District.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The topography of the project area is flat with little if any slope. The land lies protected behind a general levee system of the Beaver Drainage District. The groundwater levels are relatively high.

The area is predominately grasslands utilized for grazing and dairy ranching. There is no commercial timber, and alders, willows and tall grasses dominate the edges of the slough.

The Columbia River lowlands which surround this project is the home of many species of waterfowl, marsh birds, small mammals and raptors. Blacktail deer are also present. Small numbers of Columbia White-tailed deer (an endangered species) range in the vicinity. Clearing of the lowlands has caused the loss of much prime habitat for these animals.

Beaver Slough is not directly connected to any other waterway. Water in the slough is supplied through groundwater and surface runoff. Warm water species of fish are present.

2. Cultural:

Development in the project area is almost exclusively rural agricultural with widely scattered farmhouses. The area has electric service and some city or district water systems, but no sanitary or storm water system of sewers.

The primary local contributor to air and noise pollution is the automobile, but the existing low ADT makes these forms of pollution a very minor factor.

Farm vehicles and local autos are the primary users of the existing bridge. It is also used by dike maintenance equipment.

Pipes and conduits are attached to the west side of the bridge.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Minor right-of-way acquisition at one end of the project to improve road alignment. No buildings will be displaced and right-of-way acquisition should have little or no effect.

2. Estimated Impact on Traffic Patterns: Roadway improvement will not interrupt the existing road or have any effect of traffic patterns. Existing speed limits would not be changed. Some increase in farm trucks may be expected as load restrictions on both bridges are removed.

   Consequences--Air Quality, Noise, Safety, etc.:

   None

3. Estimated Impact on Land Use:

   None

   Consequences:

   None

4. Expected Impact on Natural Ecological Resources: Some localized turbidity may result from work on pilings. This impact will be minimized by construction techniques which minimize disturbance of fines in the waterway.

   Consequences:

   No significant effects

5. Expected Impact on Cultural and Scenic Resources: Replacement of the bridge will improve the attractiveness and livability of the area. There will be no disruption to existing scenic resources.

   A cultural resource survey may be required.

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None. The Beaver Drainage District has given tentative approval of the proposed project.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Not affected

b. Noise Standards - No changes in noise levels expected. This constitutes the Noise Study Report per FHPM-773.

c. Water Quality Standards - Construction techniques used will minimize any temporary suspension of silts.

d. Area Land Use and Transportation Plans, and Zoning - will help maintain existing circulation in the area.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION----------------- -X--NON-MAJOR ACTION-----

SIGNIFICANT:

____ D & FEIS

____ Section 4(f)

NON-SIGNIFICANT:

____ D & F Neg.Dec.

____ Section 4(f)

x ASSESSMENT ONLY

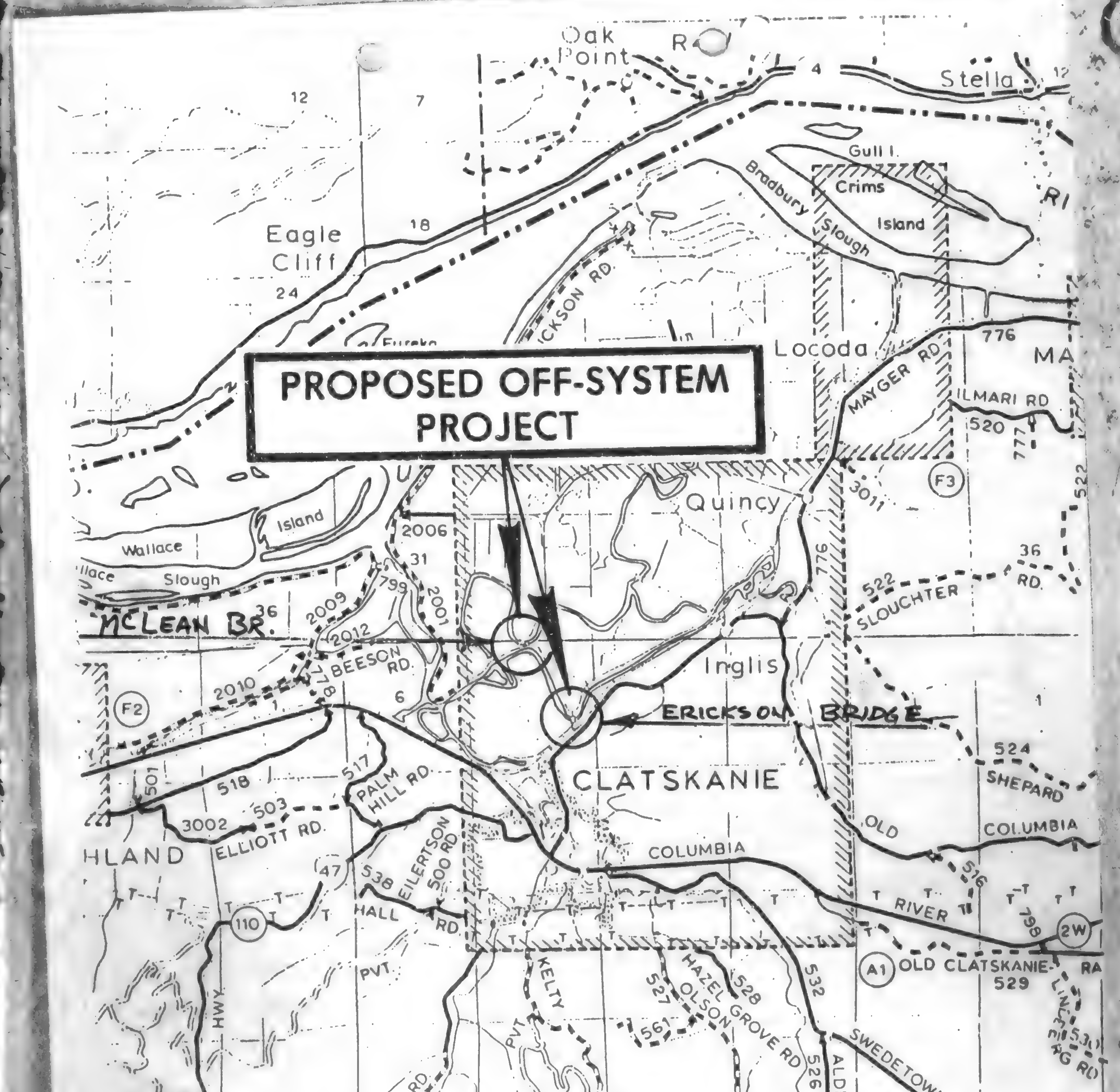
____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The project is not of such a magnitude or environmental impact as to warrant more detailed environmental analysis.

D. Recommended Project Category: ____ 1 ____ 2 x 3 ____ 4

CDH



PROPOSED OFF-SYSTEM PROJECT

McLEAN BR.

ERICKSON BRIDGE

Oak Point
Stella
Gull I.
Crims Island
Bradbury Slough
Eagle Cliff
ERICKSON RD.
Locoda
MAYGER RD.
ILMARI RD
Quincy
Wallace Island
Wallace Slough
SLOUCHTER RD.
BEESON RD.
Inglis
CLATSKANIE
SHEPARD
PALM HILL RD
ELLIOTT RD.
EILERTSON 500 RD
HALL RD.
COLUMBIA
OLD COLUMBIA
RIVER
OLD CLATSKANIE
KELTY RD
HAZEL GROVE RD
OLSON RD
ALDER CR
SWEDETOWN
CONYERS CR RD
MIST-CLATSKANIE HWY.
TROTTER RD.
Clatskanie Heights
PVT
F2
F3
A1
2W
47
110
776
777
520
522
524
516
798
529
532
528
527
526
561
536
505
705
779
2006
2009
2012
2001
799
2010
778
518
517
501
503
3002
538
3011
12
7
18
24
31
36
6
1

STATE OF OREGO　　　　INTEROFFICE MEMO

December 1, 1977

TO:

J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)

George Bell
Surfacing Design - Lab Bldg.
Region 1 : Ed Hardt
District 2 : W. W. Geibel
Region 1 Geologist: Dan Gano
Gerald Wimer (~~1~~)
B. L. Gifford
Metro - R. N. Bothman

FROM: D. H. Moehring, Manager
Office of Project Management

SUBJECT: PROJECT ASSESSMENT
Erickson Bridge #125
Columbia County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Non-major action.

BLG: dpy

Attachment

cc: E. S. Hunter

W A

✓

m B

81-125-1387

CATEGORY 3 PROJECT

NON-MAJOR

505-0500 (-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date November 4, 1977

Section Erickson Bridge #125

Unit (if appl)

County Columbia

City

Highway

State Hwy. No.

Termini: M.P.(if appl)

Length 210'

Region METRO

Construction Estimate $225,000 (SOSR) Program Amount

B. Purpose of Project:

To replace an obsolete and deteriorating structure which is the primary access to farms in the area.

C. Origin & History of Project: The bridge was built in the early 1930's. Major maintenance has been performed on the bridge since, but deterioration of the basic structure makes replacement necessary. The plank deck has broken through in spots. The posted load limit is 20 tons. The existing structure and pilings are constructed of untreated wood.

D. General Description of Project: Replaces the existing wood structure with a 4 or 5-span prestressed concrete structure on precast pilings. The actual number of spans (and pilings) will be determined during PE. During construction, Inglis Bridge would be used as a detour.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2; Med. -; Shldrs. -; Parking -

Proposed: No. Lanes 2; Med. -; Shldrs. 2'; Parking -

Traffic: Existing Facility: Existing ADT 230 est; Projected ADT 276; Yr. 1985

Existing Level of Service ______

Proposed Facility: Projected ADT 276; Yr. 1985

Projected Level of Service ______

734-3953 (10-75)

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels ______

Acres ______; Type of Relocation Req. ____________; No. ______

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s):

Prestress concrete superstructure with precast pilings.

Brief Description of River or Stream and Type of Involvement, if any: Clatskanie Slough is the estuarine section of Beaver Creek. It is joined by the Clatskanie River further downstream and then connects with the Columbia River. Pilings would be removed and replaced in the water course. Corps of Engineers and Coast Guard permits required.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe): No-build - would require maintenance of a nearly unmaintainable bridge and would eventually lead to closure of the bridge.

Other Descriptive Information or Comments: This project is being funded in conjunction with the McLean Bridge replacement (assessment attached).

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. **Natural**:

The topography of the project area is flat with little if any slope. The land lies protected behind a general levee system of the Beaver Drainage District. The groundwater levels are relatively high.

The area is predominately grasslands utilized for grazing and dairy ranching. There is no commercial timber, and alders, willows and tall grasses dominate the edges of the slough.

Eagles, Hawks - GRABer Claw Birds

The Columbia River lowlands which surround this project is the home of many species of waterfowl, marsh birds, small mammals and raptors. Blacktail deer are also present. Small numbers of Columbia White-tailed deer (an endangered species) range in the vicinity. Clearing of the lowlands has caused the loss of much prime habitat for these animals.

Anadromous fish pass through the Slough to reach Beaver Creek and the Clatskanie River.

Clatskanie Slough is tidal with high tide reaching 4 to 5 feet above average levels.

2. **Cultural**:

Development in the project area is almost exclusively rural agricultural with widely scattered farmhouses. The area has electric service and some city or district water systems, but no sanitary or storm water system of sewers.

The primary local contributor to air and noise pollution is the automobile, but the existing low ADT makes these forms of pollution a very minor factor.

Farm vehicles and local autos are the primary users of the existing bridge. It is also used by dike maintenance equipment.

Pipes and conduits are attached to the west side of the bridge.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: none

2. Estimated Impact on Traffic Patterns: Roadway improvement will not interrupt the existing road or have any effect of traffic patterns. Existing speed limits would not be changed. Some increase in farm trucks may be expected as load restrictions on both bridges are removed.

Consequences--Air Quality, Noise, Safety, etc.:

None

3. Estimated Impact on Land Use:

None

Consequences:

None

4. Expected Impact on Natural Ecological Resources: Some localized turbidity may result from work on pilings. This impact will be minimized by construction techniques which minimize disturbance of fines in the waterway.

Consequences:

No significant effects

5. Expected Impact on Cultural and Scenic Resources: Replacement of the bridge will improve the attractiveness and livability of the area. There will be no disruption to existing scenic resources.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None. The Beaver Drainage District has given tentative approval of the proposed project.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Not affected

b. Noise Standards - No changes in noise levels expected. This constitutes the Noise Study Report per FHPM-773.

c. Water Quality Standards - Construction techniques used will minimize any temporary suspension of silts.

d. Area Land Use and Transportation Plans, and Zoning - will help maintain existing circulation in thu area.

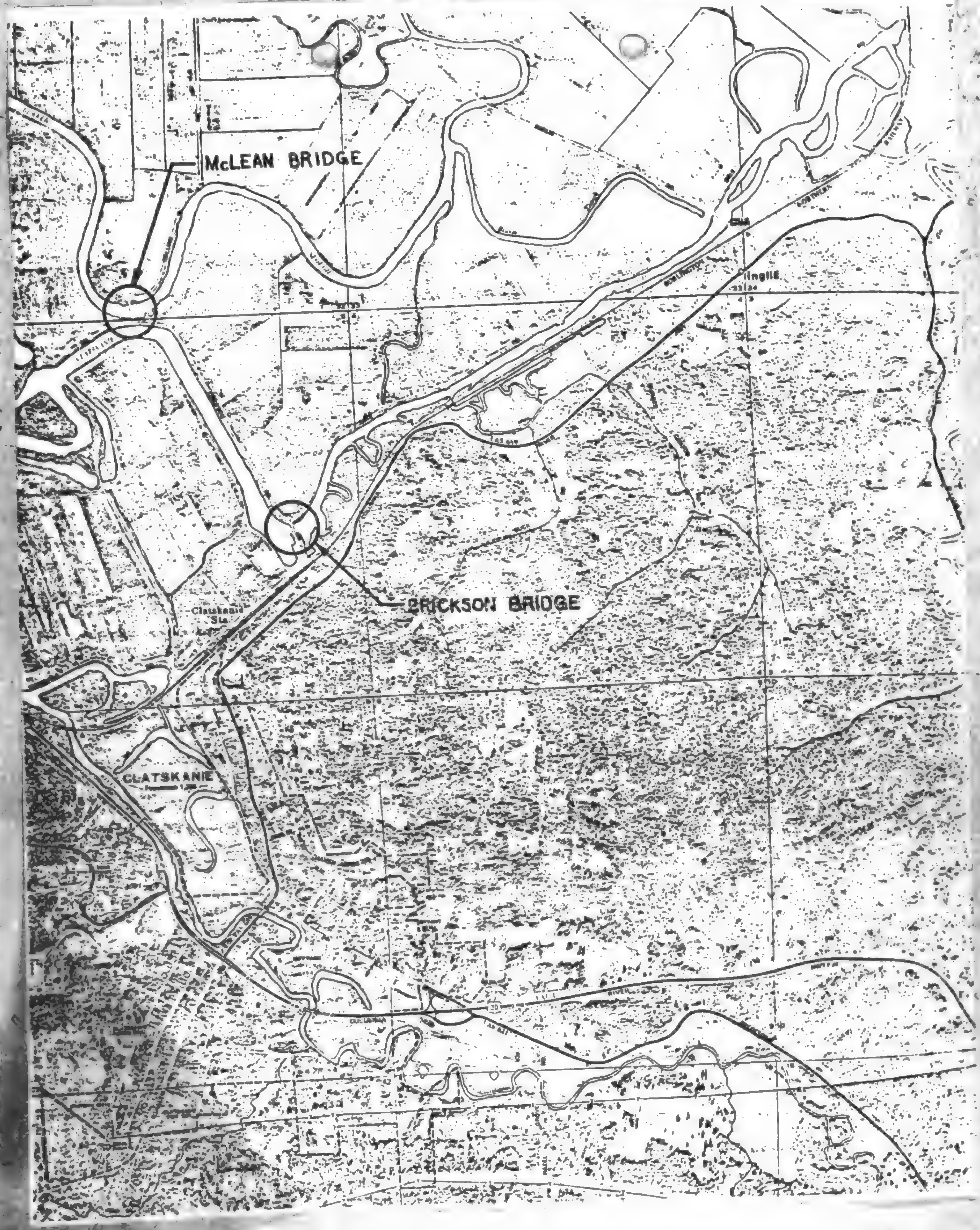
C. Recommended Type of Action and Documentation:

------------MAJOR ACTION-----------------		-x--NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
___ D & FEIS	___ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
___ Section 4(f)	___ Section 4(f)	___ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The project is not of such a magnitude or environmental impact as to warrant more detailed environmental analysis.

D. Recommended Project Category: ___ 1 ___ 2 _x_ 3 ___ 4


McLEAN BRIDGE
ERICKSON BRIDGE
Clatskanie Sta.
CLATSKANIE
Inglis
RIVER

8989

Form E-39 (Rev. 9-)

Planning File No. 77-82

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section McLean Bridge (Beaver Slough)

Date November 23, 1977

Highway Collins Road

Authorization No. 1

County Columbia

Survey Prefix .... (Assigned by Salem office)

Description of termini, route, length, etc.:

Bridge site is located approximately 2.0 miles northerly from junction of Lower Columbia River Highway #30 and FAS 689 or Old Columbia River Highway bridge crosses Beaver Slough.

Proposed:

New concrete structure, 28' wide and 220' in length.

Purpose of survey:

Preliminary engineering to be performed by Columbia County consultant Oregon Bridge Engineering Company at no cost to the state.

State to review plans, estimate, and complete PS & E.

PROJECT MANAGEMENT

Date Rec'd 1/31 A-95 ________

OTC Appr. ________ On TIP ________

Ass't. ________ On An. Prog. ________

SOSR

Cat. III N-M

		Estimate of Cost
Field Survey	(901)	
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	250
Bridge Design	(906)	1,000
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	250
Environmental	(923)	
Planning	(924)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 1,500
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

R. T. Ewen, Metro Location Engineer

Recommended for Approval:

M. J. Klotz, Metro Technical Services Engineer

SP*23504-734

Recommended for Approval:

Frank E. Pepin

Location Engineer

Approved:

Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

Form E-39 (Rev. 9-71)

Planning File No. 77-82

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section ERICKSON BRIDGE (Clatskanie Slough)

Date November 2, 1977

Highway Erickson Road

Authorization No. 1

County Columbia

Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.:

Bridge site is located approximately 1.75 miles northeasterly from the Lower Columbia River Highway No. 30 and FAS 689 or Old Columbia River Highway. Bridge crosses Clatskanie Slough.

Proposed:

New concrete structure 30' wide and 210 feet long

Purpose of survey:

Preliminary engineering to be performed by Columbia County consultant Oregon Bridge Engineering Company at no cost to the state.

State to review plans, estimate, and complete PS & E.

PROJECT MANAGEMENT

Date Rec'd 1/31 A-95

OTC Appr. On TIP

Ass't On An. Prog.

505R.

Cat. III N-M

		Estimate of Cost
Field Survey	(901)	
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	250
Bridge Design	(906)	1,000
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	250
Environmental	(923)	
Planning	(924)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey . . . . . $ 1,500

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Robert T. Ewen

R. T. Ewen, Metro Location Engineer

Recommended for Approval:

M. J. Klotz, Metro Technical Services Engineer

Recommended for Approval:

Frank E.

Location Engineer

Approved:

Tech. Serv. Engr. xxxxxxxxxxxxxxx

SP*23601-734

Form FHWA 121 (Rev. 5-73)
8989

2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 18, 1977

In reply refer to: HA.1-OR

SUBJECT: Oregon Project No. SOS-0500(-)
Erickson Bridge #125
Columbia County
Project Assessment

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's November 14, 1977 memorandum has been revised.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H.
for G. L. Green

cc:
ODOT (Potter, Laux)
OSHD (Env, Reg 1, Markham)

RECEIVED
TECHNICAL SERVICES
NOV 22 '77
REFER TO
Wimer
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8989

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section Erickson Bridge
Date 10/26/77

Highway Erickson Road
County Columbia

Existing Facility

Access control? None
parking restrictions? None
Airport within 2 miles? None
name
Water development in the area? None
Recreation areas None
Historical areas None

Roadway: no. lanes 2
paved shoulders? No
pavement width 18ft timber deck

Structures: MP
description
210 ft 8 wood spans on piling and one span on steel
all spans are suported by untreated timber piling
structure is on Clatskine slough

Signals: location None

Descriptions of adjacent sections

North end: 2 lanes oiled 16ft surface no shoulders
south end: 2 lanes oiled 20ft surface no shoulders

Railroad crossings None

Name of railroad
no. of tracks
Number of trains
no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section McLean Bridge Date 10/26/77

Highway County Road #2001 County Columbia

Existing Facility

Access control? None parking restrictions? None
Airport within 2 miles? None name
Water development in the area? None
Recreation areas None
Historical areas None

Roadway: no. lanes 2 paved shoulders? no
pavement width 18ft Timber deck

Structures: MP description
250 ft bridge on 13 timber spans suported on untreated
timber piling deck width 18ft (timber)
Structure is on Beaver Slough

Signals: location None

Descriptions of adjacent sections

North end: 2 lane oiled 16ft wide no shoulders
South end: "T" connection to Erickson Dike Road 2 lanes oiled 16ft no shoulders

Railroad crossings None

Name of railroad no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

8989

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date October 17, 1977

Section Erickson Bridge #125

Unit (if appl)

County Columbia

City

Highway

State Hwy. No.

Termini: M.P.(if appl)

Length 210'

Region METRO

Construction Estimate $225,000 (SOSR)
Program Amount

B. Purpose of Project:

To replace an obsolete and deteriorating structure which is the primary access to farms in the area.

C. Origin & History of Project: The bridge was built in the early 1930's. Major maintenance has been performed on the bridge since, but deterioration of the basic structure makes replacement necessary. The plank deck has broken through in spots. The posted load limit is 20 tons. The existing structure and pilings are constructed of untreated wood.

D. General Description of Project: Replaces the existing wood structure with a 4 or 5-span prestressed concrete structure on precast pilings. The actual number of spans (and pilings) will be determined during PE. During construction, Inglis Bridge would be used as a detour.

Alignment: New ______ Existing X ______ Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. - ; Shldrs. - ; Parking -
Proposed: No. Lanes 2 ; Med. - ; Shldrs. 2' ; Parking -

Traffic: Existing Facility: Existing ADT 230 est ; Projected ADT 276 ; Yr. 1985
Existing Level of Service

Proposed Facility: Projected ADT 276 ; Yr. 1985
Projected Level of Service

734-3953 (10-75)

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels ______

Acres ______; Type of Relocation Req. ______________; No. ______

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s):

Prestress concrete superstructure with precast pilings.

Brief Description of River or Stream and Type of Involvement, if any: Clatskanie Slough is the estuarine section of Beaver Creek. It is joined by the Clatskanie River further downstream and then connects with the Columbia River. Pilings would be removed and replaced in the water course. Corps of Engineers and Coast Guard permits required.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe): No-build - would require maintenance of a nearly unmaintainable bridge and would eventually lead to closure of the bridge.

Other Descriptive Information or Comments: This project is being funded in conjunction with the McLean Bridge replacement (assessment attached).

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The topography of the project area is flat with little if any slope. The land lies protected behind a general levee system of the Beaver Drainage District. The groundwater levels are relatively high.

The area is predominately grasslands utilized for grazing and dairy ranching. There is no commercial timber, and alders, willows and tall grasses dominate the edges of the slough.

The Columbia River lowlands which surround this project is the home of many species of waterfowl, marsh birds, small mammals and raptors. Blacktail deer are also present. Small numbers of Columbia White-tailed deer (an endangered species) range in the vicinity. Clearing of the lowlands has caused the loss of much prime habitat for these animals.

Anadromous fish pass through the Slough to reach Beaver Creek and the Clatskanie River.

Clatskanie Slough is tidal with high tide reaching 4 to 5 feet above average levels.

2. Cultural:

Development in the project area is almost exclusively rural agricultural with widely scattered farmhouses. The area has electric service and some city or district water systems, but no sanitary or storm water system of sewers.

The primary local contributor to air and noise pollution is the automobile, but the existing low ADT makes these forms of pollution a very minor factor.

Farm vehicles and local autos are the primary users of the existing bridge. It is also used by dike maintenance equipment.

Pipes and conduits are attached to the west side of the bridge.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: none

2. Estimated Impact on Traffic Patterns: Roadway improvement will not interrupt the existing road or have any effect of traffic patterns. Existing speed limits would not be changed. Some increase in farm trucks may be expected as load restrictions on both bridges are removed.

Consequences--Air Quality, Noise, Safety, etc.:

None

3. Estimated Impact on Land Use:

None

Consequences:

None

4. Expected Impact on Natural Ecological Resources: Some localized turbidity may result from work on pilings. This impact will be minimized by construction techniques which minimize disturbance of fines in the waterway.

Consequences:

No significant effects

5. Expected Impact on Cultural and Scenic Resources: Replacement of the bridge will improve the attractiveness and livability of the area. There will be no disruption to existing scenic resources.

Improved access for heavier vehicles.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None. The Beaver Drainage District has given tentative approval of the proposed project.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Not affected

b. Noise Standards - No changes in noise levels expected. This constitutes the Noise Study Report per FHPM-773.

c. Water Quality Standards- Construction techniques used will minimize any temporary suspension of silts.

d. Area Land Use and Transportation Plans, and Zoning- will help maintain existing circulation in the area.

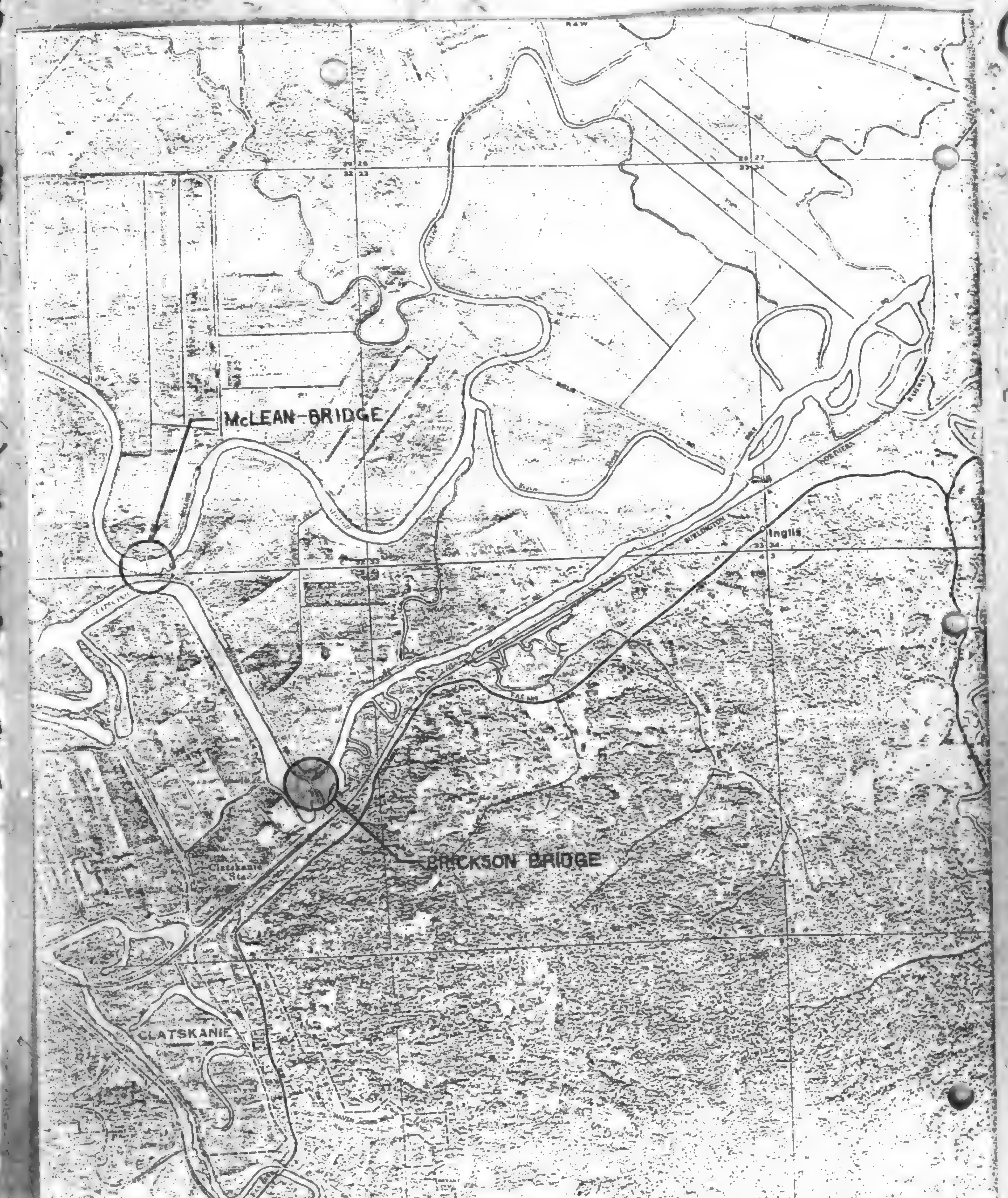
C. Recommended Type of Action and Documentation:

------------MAJOR ACTION----------------		-X--NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The project is not of such a magnitude or environmental impact as to warrant more detailed environmental analysis.

D. Recommended Project Category: _____ 1 _____ 2 _x_ 3 _____ 4


McLEAN-BRIDGE
ERICKSON BRIDGE
CLATSKANIE
Clatskanie Sta
Inglis
BURLINGTON
NORTHERN
28 27
33 34
29 28
32 33

8989

77-82

STATE OF OREG

INTERO CE MEMO

TO: GERRY WIMER
Local Government Programs Engineer

DATE: September 19, 1977

FROM: JON ROSE Jon Rose
Federal Aid Specialist

SUBJECT: Signed Agreement
Erickson Bridge
SOSR Project
Columbia County

Columbia County has returned unsigned the proposed agreement covering replacement of Erickson Bridge under the SOSR program. With the returned agreements, the County sent the attached letter requesting that McLean Bridge be added to the project and both bridges handled under one contract. These bridges are separated by less than a mile and if this concept is acceptable, it would provide an opportunity for the County to receive federal participation for the entire $250,000 authorized for County SOSR projects. It is the County's estimate that Erickson Bridge can be replaced for approximately $200,000, leaving $50,000 to be applied toward replacement of McLean Bridge and subject to federal participation.

If it is possible to comply with the addition as requested in the County's letter, please advise. I believe that you have in your files a completed request covering McLean Bridge and METRO would like a copy of that request to assist us in preparing the necessary assessments, state force orders, survey authorities and so on. Please send copies of any information you may have on these two bridges which might be useful to us in getting this project underway.

JR/ldo

Attachments

cc: Region 1 w/attachment

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
[✓ LGE ☐] FAE ☐ OPE ☐
SEP 23 1977
File: PM FA
LG OP
TAA Holmes
E. Reynoldson

81.125-1367

8989

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-8673

September 13, 1977

MISC. CONTRACTS and
AGREEMENTS No. 9792

Mr. Jon Rose
Region Federal Aid Engineer
Oregon State Highway Division
P.O. Box 02157
Portland, Oregon 97202

Re: Erickson & McLean Bridges
SOSR Funding

Dear Jon:

Enclosed are three copies of the Consulting Agreement for the Erickson-McLean project.

[redacted] and construction engineering expenses shared by the FHWA and County.

OBEC was selected over 2 year ago by Columbia County to design the Erickson bridge. Enclosed for your records is a copy of the current annual Engineering Agreement.

Very truly yours,

Wally Palmateer

W. A. Palmateer
General Manager

WAP:seb
enclosures

ME PE PRI PRA DE
O.S.H.D. - METRO
SEP 16 1977
OE FILE T/A

8989

OREGON STATE HIGHWAY DIVISI
PROJECT ASSESSMENT
~~(or Request)~~

PART 1. GENERAL INFORMATION

A. Project Identification:

Date September 12, 1977
Section McLean Bridge
Unit (if appl) --
County Columbia
City --
Highway Road 2001
State Hwy. No. --
Termini: M.P.(if appl) 0.1
Length 250 ft
Region
Construction Estimate $ 130,000
Program Amount

B. Purpose of Project:

To replace an obsolete and deteriorating structure and improve the alignment of Collins Road

---

C. Origin & History of Project:

The bridge was built in 1932 and superstructure partially rebuilt in 1961. The structure has had a restricted load limit of H-10 since its reconstruction. The existing pile supported structure is entirely untreated.

D. General Description of Project:

Realign the existing roadway by construction of approach fills and a shortened new structure over Beaver Slough on a parallel alignment.

Alignment: New ______ Existing ______ Combined xxx

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 0 ; Parking 0
Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2' ; Parking 0

Traffic: Existing Facility: Existing ADT 75 est. ; Projected ADT 90 ; Yr. 1985
Existing Level of Service B

Proposed Facility: Projected ADT 90 est. ; Yr. 1985
Projected Level of Service B

Right of Way: Additional anticipated yes ; if yes, give approx. No. Parcels 2
Yes, No

Acres 0.1 ; Type of Relocation Req. none ; No. 0

Materials Source, Borrow, Waste Disposal Requirements, if any:

Material for fill would come from local quarries within a few miles of the project.

Type of Structure(s):

Prestress concrete superstructure - pile supported

Brief Description of River or Stream and Type of Involvement, if any:

Beaver Slough is now an isolated system with no connection to the existing waterways. The slough is mainly used for irrigation and/or drainage depending upon seasonal requirements.

Local City, County or COG priorities of project:

The County has designated reconstruction of the bridge as a major priority.

FHWA and/or OSHD approvals given, if any:

approvals pending

Location or Design Alternatives (identify and describe):

The only alternate is stage construction over the existing bridge which would be more costly and more complicated than the proposed construction.

Other Descriptive Information or Comments:

The proposed reduction of the existing waterway has the tenative approval of the Beaver Drainage District.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The topography of the project area is flat with little if any slope. The land lies protected behind a general levee system of the Beaver Drainage District. The groundwater levels are relatively high.

The area is predominately grasslands utilized for grazing and dairy ranching. There is no commercial timber, and alders, willows and tall grasses dominate the edges of the slough.

The Columbia River lowlands which surround this project is the home of many species of waterfowl, marsh birds, small mammals and raptors. Blacktail deer are also present. Small numbers of Columbia White-tailed deer (an endangered species) range in the vicinity. Clearing of the lowlands has caused the loss of much prime habitat for these animals.

Beaver Slough is not directly connected to any other waterway. Water in the slough is supplied through groundwater and surface runoff. Warm water species of fish are present.

2. Cultural:

Development in the project area is almost exclusively rural agricultural with widely scattered farmhouses. The area has electric service and some city or district water systems, but no sanitary or storm water system of sewers.

The primary local contributor to air and noise pollution is the automobile, but the existing low ADT makes these forms of pollution a very minor factor.

Farm vehicles and local autos are the primary users of the existing bridge. It is also used by dike maintenance equipment.

Pipes and conduits are attached to the west side of the bridge.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Minor right-of-way acquisition at one end of the project to improve road alignment. No buildings will be displaced and right-of-way acquisition should have little or no effect.

2. Estimated Impact on Traffic Patterns: Roadway improvement will not interrupt the existing road or have any effect of traffic patterns. Existing speed limits would not be changed. Some increase in farm trucks may be expected as load restrictions on both bridges are removed.

   Consequences--Air Quality, Noise, Safety, etc.:

   None

3. Estimated Impact on Land Use:

   None

   Consequences:

   None

4. Expected Impact on Natural Ecological Resources: Some localized turbidity may result from work on pilings. This impact will be minimized by construction techniques which minimize disturbance of fines in the waterway.

   Consequences:

   No significant effects

5. Expected Impact on Cultural and Scenic Resources: Replacement of the bridge will improve the attractiveness and livability of the area. There will be no disruption to existing scenic resources.

   Improved access for heavier vehicles.

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None. The Beaver Drainage District has given tentative approval of the proposed project.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Not affected

b. Noise Standards - No changes in noise levels expected. This constitutes the Noise Study Report per FHPM-773.

c. Water Quality Standards - Construction techniques used will minimize any temporary suspension of silts.

d. Area Land Use and Transportation Plans, and Zoning - will help maintain existing circulation in the area.

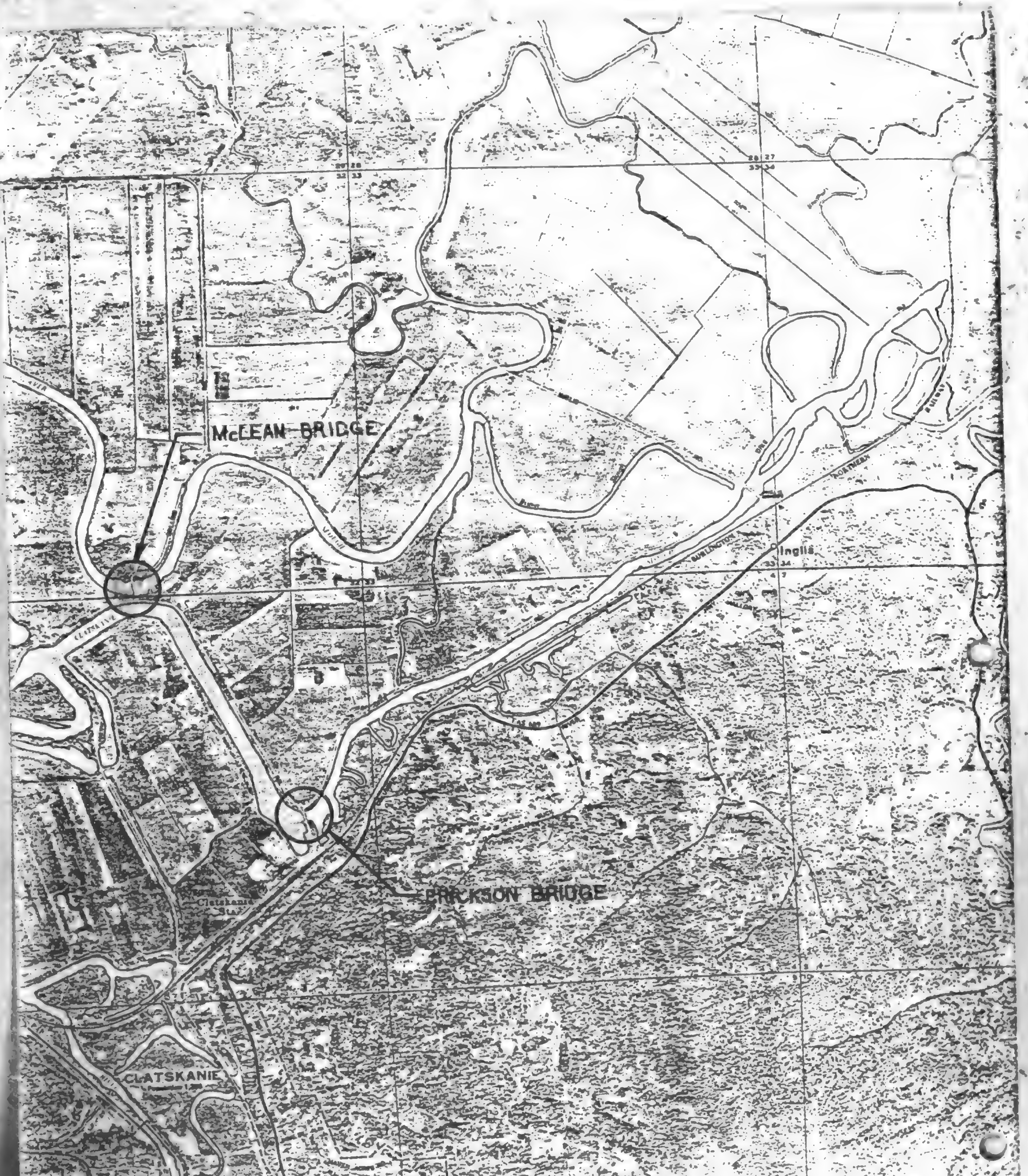
C. Recommended Type of Action and Documentation:

------------MAJOR ACTION----------------		-x--NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The project is not of such a magnitude or environmental impact as to warrant more detailed environmental analysis.

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4


McLEAN BRIDGE
ERICKSON BRIDGE
Inglis
BURLINGTON
NORTHERN
Clatskanie Sta.
CLATSKANIE
33
34

8989

COLUMBIA COUNTY
BOARD OF COMMISSIONERS

331 Courthouse, St. Helens, Oregon 97051
TELEPHONE (503) 397-4322

September 7, 1977

Mr. Jon Rose
Region Federal Aid Engineer
Region 1
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Dear Mr. Rose:

This letter is to request that you add "McLean Bridge" to the "Erickson Bridge" Federal funding under the SOSR Funding Program.

Oregon Bridge Engineering Company, our consulting engineering firm, has informed us that the cost of replacing both bridges would be approximately $310,000, only an estimated $60,000 more than the authorized $250,000. The County has agreed to pay the additional costs in order to include the replacement of both bridges.

Any assistance that you might give us in this matter will be greatly appreciated.

Sincerely,

COLUMBIA COUNTY
BOARD OF COMMISSIONERS

Robert M. Hunt
Chairman

RMH:gs

[illegible]
O.S.H.D - METRO
SEP 12 1977
FILE

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ORεGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

August 10, 1977

RECEIVED
TECHNICAL SERVICES
AUG 11 77
REF
Moehring
FOR

Mr. Jon Rose
Region Federal Aid Engineer
Oregon State Highway Division
P.O. Box 02157
Portland, Oregon 97202

Re: Consultant Agreement for Erickson Road Bridge
Off-System Funding

I acknowledge the receipt of the return of our Consultant's Agreement for the Erickson Off-System Road project. I trust you also acknowledge the fact the signed agreement by Columbia County was received by the State on August 5, 1975, over two years ago.

Your request that Columbia County now go through the entire selection process again is really quite unacceptable. The new process itself serves only to proliferate the red tape that all government bodies, are supposedly dedicated to eliminate or reduce. It is my personal opinion that the new guidelines are written to make it impractical for understaffed County road departments to retain consultants for either design or construction engineering. ✓

The record for lack of action is currently held by a Tillamook County FAS project which was submitted 27 months ago, has been amended twice, and is currently being processed providing it finally clears the environmental section of the State. This delay of over 1 year from the planned construction date will ultimately cost the taxpayers of the County an additional 10% of the total job cost. ✓ Track record!

Much the same condition will prevail on the Erickson Road project by the rejection of the Consulting Agreement. The funding is now so reduced that Columbia County will be assessed 100% County money for a portion of the project, and delays will cost the County - not the State or Federal Highway Departments. ✓

If the Tillamook County FASC Consulting Agreement can be amended, so can this agreement. Two years ago the responsible elected officials of the County selected the Consultant and decided what was to be done. I will amend the existing agreement to reflect the current scope of the work and resubmit it in a reasonable time. I think it the responsibility of the State to act upon this request in the same reasonable length of time. ✓

Dave
We have a terrible track record on this type projects
Will you please dig into the entire process and see if
we can issue some new guidelines in the very near future.

Further, I am taking the liberty of sending copies to Ed Hunter and Walt Hart as we discussed this entire problem at length just last week. Of a necessity, I will eventually do whatever has to be done to satisfy existing regulations but by the same criteria, the Highway Department should be accountable to the elected officials and taxpayers of the County for their actions in promulgating these latest agreement procedures.

Very truly yours,

Wally

W. A. Palmateer
General Manager

WAP:seb

cc: Walt Hart
Ed Hunter ✓

8989

1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

Telephone 238-8250

August 5, 1977

WALLY PALMATEER
Oregon Bridge Engineering Company
P. O. Box 72
Springfield, OR 97477

Subject: Consultant Agreement
Clatskanie Slough (Erickson) Bridge
Erickson Road
Columbia County
Off-System Road Project SOS-0500(-)

Wally:

I'm returning to you the agreement between your firm and Columbia County relating to the Erickson Bridge project. As you may know, the FHWA raised some question about the concepts of consultant agreements and a new set of guidelines were developed to resolve these. To obtain Federal approval of this project, it will be necessary to make up a new agreement using the revised forms and following the procedures which have been approved by the FHWA. I assume that you have a copy of these procedures, but for your convenience, I'm attaching a package that was distributed to all cities and counties recently.

You will note in the procedural guidelines that the consultant selection process must be documented by the applicant, in this case Columbia County. In SOSR projects where an agency has retained a consultant on a regular basis, the details of the selection process will not be necessary but the County should indicate in writing that the retainer agreement has been in force for a significant period of time.

I've included for your use sufficient blank forms to revise the agreement for Federal approval. To expedite this, please return these to me at this office. If there are any questions, please call.

Jon Rose
JON ROSE
Federal Aid Engineer

JR/ldo
Attachments
cc: Region 1 w/attachment

8989

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

CLATSKANIE SLOUGH (ERICKSON) BRIDGE
SOS PROJECT — COLUMBIA COUNTY
8-2-77

DATE	ACTION
8-5-75	— Received Consultant Agreement for Erickson and Inglis Bridges (Note: Two Bridges)
11-26-75	— Received County's letter of intent requesting off-System Project for two bridges
12-3-75	— Received County's Project Request forms for Erickson and Inglis bridges. Note: County's request failed to make the list for the 1976 Off-System Program.
8-13-76	— Jon Rose to Sam Hollinger asking County to make a choice of one out of four bridges, because of $250,000 project limit of SOS funds.
8-19-76	— Hollinger to Rose, county chooses Erickson Bridge for SOS Project.
*6-10-77	— Notification from FHWA that FY'77 SOS funds were available for obligation.
7-19-77	— Transportation Commission approves 28 SOS projects including Columbia County's Erickson Bridge
8-2-77	— Prange (by Reynoldson) to Rose to return consultant agreement for replacement with new forms. Also needed county eplanation of their consultant selection process.

Note: THIS DATE APPROX. 18 MOS AFTER RECEIPT OF COUNTY'S APPLICATION.

989

July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Roads Projects

The Office of Management and Budget has released $3,575,000 in federal funds to Oregon for the Safer Off-System Roads Program.

On the Consent Calendar for the July 19 meeting will be twenty eight requests for approval of SOS-R projects. These projects are divided into three groups and are listed as follows:

Portland Urbanized Area

Clackamas County has requested three projects to upgrade the existing road surface and provide adequate drainage on the; (1) River Road-Pacific Highway East Section of Vineyard Road ($82,000), (2) River Road-Pacific Highway East Section of Naef Road ($74,000), (3) River Road-Rose Lane Section of Boardman Avenue ($85,000).

Small Cities

Brownsville's request is for a $100,000 project to provide a 42-foot curbed section on a quarter-mile segment of Washburn Street.

Columbia City is requesting a project to widen and improve two segments of 6th Street, totaling 0.46 miles, estimated to cost $70,000.

A $100,000 project to provide all-weather streets in the downtown area is being requested by the City of Dufur.

Halfway's request is for a $100,000 project to improve segments of eleven streets totaling 1.44 miles.

The City of Harrisburg is requesting a $83,000 project to widen and improve sections of 6th, 8th, Quincy and Smith Streets.

A $100,000 project to widen and improve Serpentine Road, Eugene Street and 4th Street to a two-lane curbed facility is being requested by the City of Hood River.

The City of Molalla is requesting a $76,000 project to widen Cole Street to a 40-foot curbed section.

A $83,000 project to reconstruct a 0.38 mile segment of Commercial Avenue is being requested by the City of Nyssa.

Oakland's request is for a $75,000 project to widen and improve approximately 950 feet of 6th Street.

Prairie City is requesting a $100,000 project to widen portions of 12th, Hall, 6th, Williams and 3rd Streets.

Scappoose's request is for a $75,000 project to widen and improve a section of S.E. 6th Street to the Scappoose High School.

A $100,000 project to widen Gardner Road to a 40-foot curbed section is being requested by the City of Stayton.

The City of Sutherlin's request is for a $42,000 project to widen and improve approximatley 560 feet of N.E. Umatilla Street.

Counties and Road Districts

Columbia County is requesting a $225,000 project to replace the existing bridge across Clatskanie Slough on Erickson Road.

A $300,000 project to construct a structure across the South Fork of the Coquille River on Gaylord Road is the request from Coos County.

The request from Curry County is for a $258,000 project to widen a 0.87 mile segment of Lower Harbor Road.

Deschutes County's request is for a $450,000 project to provide a two-lane facility on Knott Road and to construct a structure across the Central Oregon Irrigation District Canal.

The Deschutes County Road District is requesting a $75,000 project to place a cinder base on Stellar Road and Solar Drive within the Deschutes River Recreation Homesites.

The request from Harney County is for a $150,000 project to construct a structure across the Silvies River on County Rd. No. 616 north of Burns.

Jackson County's request is for a $140,000 project to construct a concrete structure over Big Butte Creek on Crowfoot Road.

A $250,000 project to widen and improve a 1.35 mile section of Fall Creek Road is being requested by Lincoln County.

The request from Malheur County is for a $151,000 project to construct a structure across Jordan Creek on Jaca Road near Jordan Valley.

Umatilla County is requesting a $100,000 project to construct a structure over Birch Creek on Canyon Road approximately 5 miles south of Pendleton.

A $250,000 project to construct a structure across Five Points Creek on Hilgard Road is the request from Union County.

Federal Safer Off-System Roads funds for these projects are estimated at $2,822,720, with the local entities of government providing approximately $911,280 in match funds.

These projects have been investigated, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
D. H. Moehring
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
W. Rulien
N. Harwell
George Bell
Max Klotz

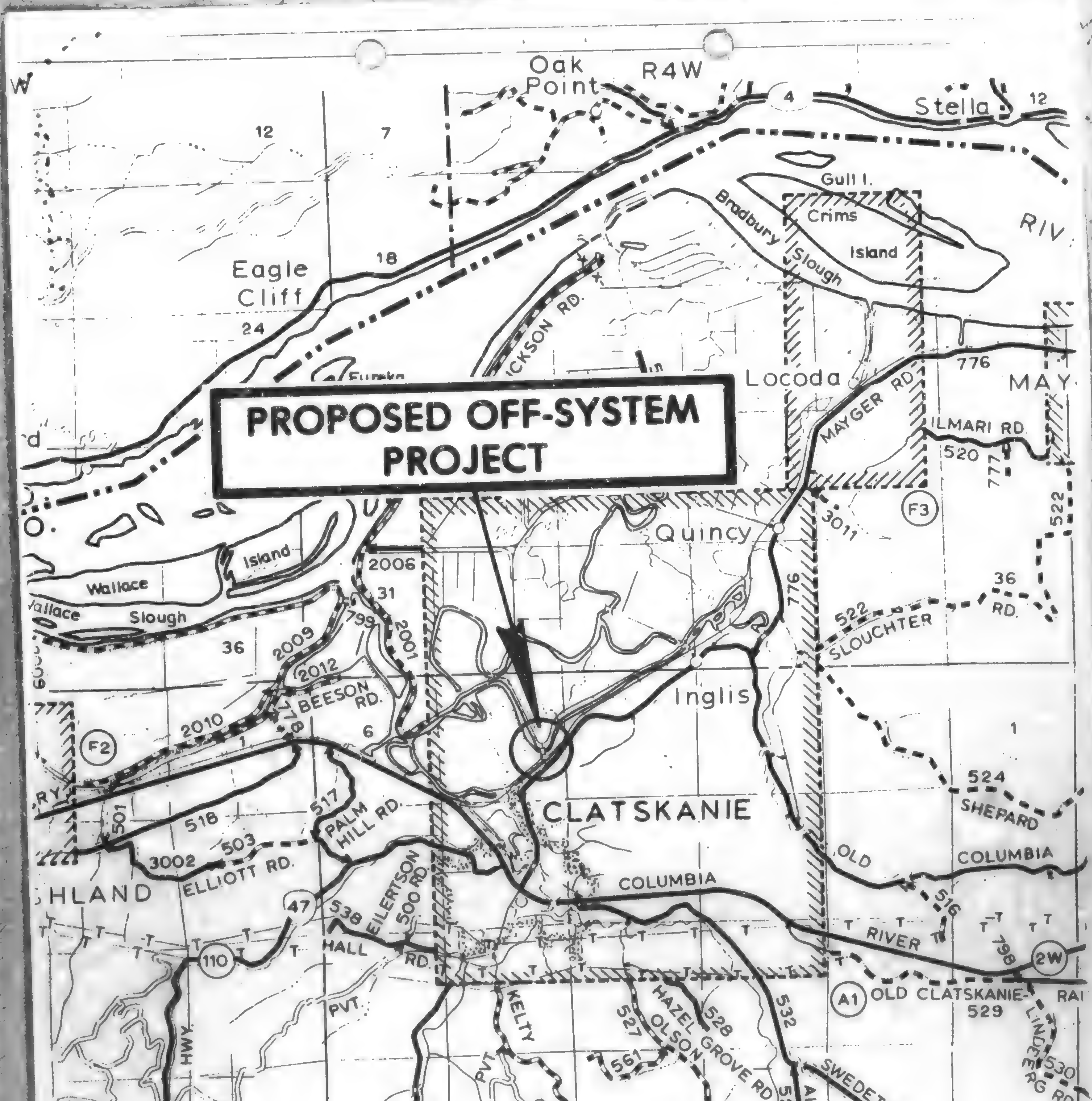
COLUMBIA COUNTY
Proposed SOS-R Project

Clatskanie Slough (Erickson) Bridge
Erickson Road
Grade, Pave and Structure
$225,000

Replace an existing wood bridge on Erickson Road across Clatskanie Slough with a reinforced concrete structure. The project will include construction of approaches.

County will engage a consultant to perform preliminary and construction engineering.

77-a
7/5/77



PROPOSED OFF-SYSTEM PROJECT

Oak Point
R4W
4
Stella
12
12
7
Gull I.
Crims
Bradbury Slough
Island
RIV.
Eagle Cliff
18
24
ICKSON RD.
Eureka
Locoda
776
MAY
MAYGER RD.
ILMARI RD.
520
777
522
F3
3011
Quincy
Island
Wallace
Wallace Slough
2006
31
799
2001
2009
2012
36
BEESON RD.
778
2010
F2
6
1
776
522
SLOUCHTER
36
RD.
Inglis
1
524
SHEPARD
CLATSKANIE
501
518
517
PALM HILL RD.
503
3002
ELLIOTT RD.
HLAND
OLD
COLUMBIA
COLUMBIA
516
47
538
EILERTSON
500 RD
RIVER
798
2W
110
HALL
RD.
A1
OLD CLATSKANIE-
529
LINDEBERG RD
530
PVT.
KELTY
HAZEL GROVE RD.
528
527
OLSON
532
561
526
ALDER
SWEDETOWN
HWY.
MIST-CLATSKANIE
CONYERS
CR. RD.
505
PVT
PVT
RD.
536
RD.
PVT
527
705
PVT
PVT
CR
PVT
PVT
TROTTER
779 RD.
RD.
526
RD
Clatskanie Heights
PVT
PVT
PVT

8989

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

Telephone 238-8250

July 6, 1977

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
AUG 15 1977
File: PM FA LG OP
TAA

SAM HOLLINGER
Columbia County Roadmaster
P. O. Box 366
St. Helens, OR 97051

Subject: Consultant Engineering Services

Sam:

The attached package was sent to all counties and cities, but since you have some active projects where this material might apply, I'm sending you a copy directly. The Federal Highway Administration will not participate in costs for engineering performed by consultants where prior approval has not been granted for an agreement covering that specific project. For that reason, the County/Consultant agreement must be written in such a way that it complies with Federal regulations. Where a consultant is retained on a regular basis, the items relating to selecting a consultant do not apply but the section dealing with description of work to be done, agreement preparation, method of payment and so on, must be approved. I'm sure that the procedures and details are familiar to Oregon Bridge Engineering Company, but since there have been recent revisions, these should be followed to insure Federal approval.

If it has been decided that Oregon Bridge Engineering is to do the engineering on the three Rock Creek bridges using FAS-C funds and the Erickson Bridge under the Safer Off-System Road program, consultant agreements should be prepared and submitted so that we may continue processing your requests. If there are any questions on any of these, give me a call.

Jon Rose
JON ROSE
Federal Aid Engineer

JR/ldo
Attachments
cc: Ed Hardt
Walt Hart

8989

STATE OF OREGON

INTEROFFICE MEMO

TO: WALT HART
Bridge Design Engineer

FROM: JON ROSE Jon Rose
Federal Aid Engineer

SUBJECT: Shot-Gun Reconnaissance
Four Columbia County Bridges

DATE: June 1, 1977

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE [✓ ☐] FAE ☐ OPE ☐
AUG 15 1977
File: PM FA
TAA ______ LG OP

Last Friday, during a visit with Sam Hollinger, Columbia County Roadmaster, and County Commissioner J. Ahlborn, we discussed the question of how the engineering might be handled on bridge replacement projects at four locations in the county. The County is aware that bridge design on county bridges and preliminary field engineering on FAS-C projects may be done by the State with no cost to the County; but before a decision is made on whether to go this way or use the services of a consultant, the County would like the State's estimate of bridge costs.

Ted Thompson has told me that someone from your office might take a quick look at these four bridges with the County Roadmaster, Sam Hollinger, and advise the County what costs for replacement might be. The attached maps show the locations.

In setting up an appointment, Rob Cameron should probably accompany your man since some roadway realignment may be required.

We would appreciate a copy of any information you turn up on these bridges so that we can discuss this further with Commissioner J. Ahlborn.

JR/ldo

Attachments

cc: Region 1 w/attachments

81-125-1387

8989

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 13, 1976

RECEIVED
COUNTY & CITY SECTION
AUG 16 1976
☐ ENGR. ☐ COOR. ☑ CE ☑ AE ☐ UE
☑ OPE ☒ CE ☒ RE ☑ RPE ☐

Sam Hollinger
Director of Public Works
Columbia County
P. O. Box 366
St. Helens, OR 97051

Re: Safer Off System Roads Program

Sam:

The recently enacted Federal Aid Highway Act of 1976 made some changes in the previous Off System Roads program and in the Title II Safety program. The new Safer Off System Roads program broadens the older program somewhat in that off-system roads may be eligible not only in rural areas but also in all cities and urban areas. Because the money available has been reduced somewhat, the guidelines have been changed from those previously used. After a good bit of discussion between the State, the Federal Highway Administration, the Association of Oregon Counties and the League of Oregon Cities, a formula for distribution of available money has finally been developed. To give all counties an opportunity for a project, the limit is now placed at $250,000 for county-proposed projects and limited to one project per county until all counties have constructed a project or have had the opportunity for one.

At different times, Columbia County has requested funds to reconstruct four different bridges, and those requests are summarized in your letter dated March 10, 1976. At that time, you listed Inglis Bridge, No. 127; Erickson Bridge, No. 125; Woodson Bridge, No. 100; and McLean Bridge, No. 69. With the $250,000 limitation on the program, it seems likely that only one of the bridges can be built at the present time. The ratio of federal funding has been changed to approximately 86%, so that a $250,000 project would qualify for $215,000 in federal funds with the remaining $35,000 local match to be provided by the County. Should the cost of the project exceed $250,000 the County would be expected to pay 100% of all costs in excess of that amount.

PROJECT MANAGEMENT
AUG 16 76
REFER TO
FOR

Info	Investigate	R/D	Action	File	Letter	See me

Form 81-734-3122

Would you let us know shortly if the County wishes to proceed with one of the four bridges and if so, which one, so that we may take the necessary steps to get the funds programmed.

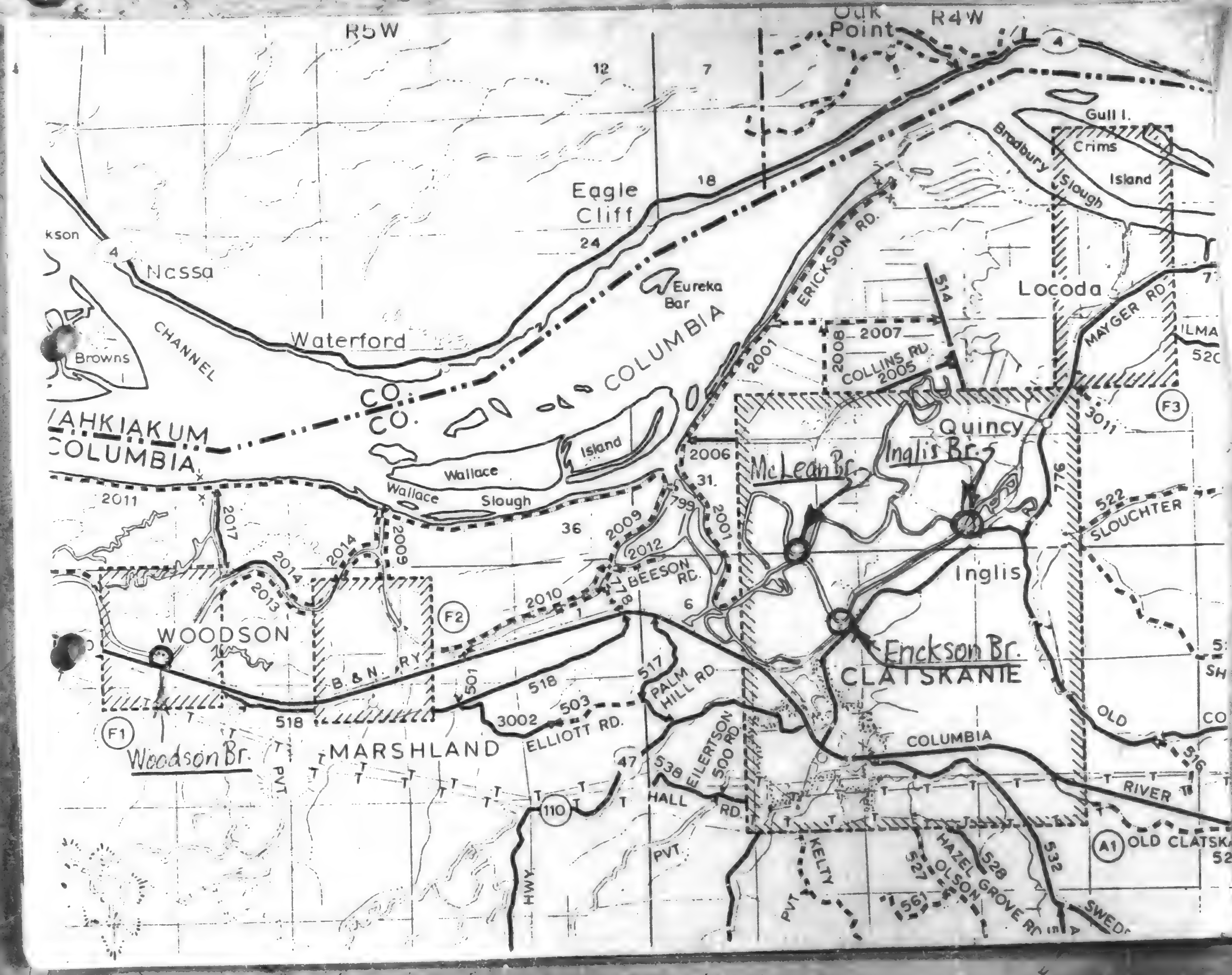
You may already have a copy, but I am enclosing a set of procedural guidelines for this program. If there are questions, give me a call.

Very truly yours,

Jon Rose

Jon Rose
Region Federal Aid Engineer

Enclosure
cc: George Hopkins, OSHD


R5W
R4W
Oak Point
4
12
7
18
24
Eagle Cliff
kson
Ncssa
Browns
CHANNEL
Waterford
WAHKIAKUM CO.
COLUMBIA CO.
COLUMBIA
COLUMBIA
Eureka Bar
Gull I.
Crims Island
Bradbury Slough
Wallace Island
Wallace Slough
ERICKSON RD.
2001
2008
2007
COLLINS RD. 2005
514
Locoda
MAYGER RD.
ILMA
520
3011
F3
2006
31
2001
799
2009
2012
BEESON RD.
2011
2017
2014
2013
2014
2009
36
2010
778
6
Quincy
Inglis Br. 5
McLean Br.
Inglis
776
522
SLOUCHTER
Erickson Br.
CLATSKANIE
OLD
CO
SH
516
WOODSON
F1
F2
B & N. RY
501
518
518
517
PALM HILL RD.
3002
503
ELLIOTT RD.
Woodson Br.
MARSHLAND
PVT
47
538
EILERTSON 500 RD
HALL RD
110
HWY
PVT.
COLUMBIA
RIVER
A1
OLD CLATSKA
52
KELTY
PVT
527
561
HAZEL OLSON GROVE RD
528
532
SWED.

8989

Con. 19-1
OSK on 14
Rec. in
McLean

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie
June 28, 1976

FILE: PRO-4

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: GEORGE HOPKINS
Project Development Engineer

SUBJECT: ANNUAL FEDERAL AID PROGRAM
Columbia County

Responding to our request in May for projects to be included in the 1977 Annual Federal Aid program, Columbia County has submitted the attached information. What is proposed for fiscal 1977, is the preliminary engineering for the replacement of two bridges in the County. The two bridges proposed have been the subject of a good bit of correspondence over the last year or so, and I believe your file contains previous requests for these replacements. Even though the funding may be questionable, these two projects should be placed on the Annual Federal Aid program. The requests, signed by County Commissioners, will confirm the earlier application.

JR/gw

Attachment

RECEIVED
COUNTY & CITY SECTION
JUN 30 1976
☐ ENGR. ☐ CGOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

PROJECT MANAGEMENT
JUN 29 '76
REFER TO
Prange
H
FOR

Info	Investigate	R/D	Action	File	Letter
			✓		

PROPOSED FISCAL YEAR 1977 PROJECT INFORMATION

Proposed Applicant: Colombia Co.

Type of Federal Funds: off system

Street or Road: Woodson & McLean Bridges F.A. Route No. —

Section: Length:

Type of Work Involved:

	Yes	No
Grading		X
Paving		X
Structures ✓	X	
Signals		X
Illumination		X
Railroad Protection		X
Right-of-Way		X
Preliminary Engineering	X	
Other:		

* * * * * * * * * * *

Phases of Work (Only include phases of work that you anticipate proceeding with during fiscal year 1977):

Phase	Yes	No	Total Cost
Preliminary Engineering	X		$ —
Right-of-Way		X	$
Construction		X	$

Remarks: NONE UNLESS Federal Funding available

RECEIVED
COUNTY & CITY SECTION
JUN 2 0 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

for Sam Houwser Roadmaster

By

Title

Date 6/24/76

RU:sch
5/17/76

8989

Rev. 6/6/75

O.S.R.

COUNTY ROAD [redacted] PROJECT REQUEST

Name of County Columbia FAS No. - Date May 17, L976
County Road Name Collins Road
Section Name McLean Bridge
Type of Project Bridge Construction
Location of Project (Attach sketch map) ______
ADT Estimate 125 Design Speed 55

Is this request for county bridge design only? Yes ____ No X
county FAS bridge design? Yes X No ____
Will County hire consultant for this project? Yes X No ____

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ______
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width ______

2. Shoulders: Type ______
(AC, Pug Cold Mix, Oil Mat)
Width Each Side ______ Total Top Width ______

3. Grading and Drainage:
By County ______ County Date of Completion ______ By Contract ______

4. Bottom Base Course:
By County ______ County Date of Completion ______ By Contract ______
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ______ County Date of Completion ______ By Contract ______

6. Binder Course:
By County ______ County Date of Completion ______ By Contract ______

7. Traveled Surface and Shoulders:
By County ______ County Date of Completion ______ By Contract ______

8. Clearing:
By County ______ County Date of Completion ______ By Contract ______

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired ______
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs ______

RECEIVED
COUNTY & CITY SECTION
JUN 20 1976
☐ ENGR. ☐ CCOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes______ No______
If answer is No, which of the following applies?
Contrary to public safety________ Cost excessive to need or use________
Sparse population________________ Area exempt from bike law___________
What is desired width of trail or walkway____________________________ft.
What type of surface treatment is desired________________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes______ No______
What type of separation from roadway will be used?______________________
____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes______ No______
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes______ No______

12. Will replacement be by: County___________________ Contract____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes______ No______

14. Will County adjust structure to additional width? Yes______ No______

15. Will adjusted width be standard? Yes______ No______
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes______ No______

17. Does County wish sight posts installed? Yes______ No______

18. Does County wish State to permanently stripe project? Yes______ No______

19. Will County do striping? Yes______ No______

20. Does County wish guardrail installed? Yes______ No______
By County_______________ Contractor_______________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes______ No______
By seeding and mulching Yes______ No______
By rock blanket Yes______ No______
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes______ No______

23. Can through traffic be detoured? Yes______ No______

24. Must new detour be constructed? Yes______ No______

25. Will detour be constructed and maintained by County? Yes______ No______

26. Will detour be constructed & maintained by Contractor? Yes______ No______

27. Will County sign project outside work area during construction? Yes______ No______

28. Will Contractor sign project outside work area during construction? Yes______ No______

29. Should contract provide for permanent signing? Yes______ No______

30. Should State do permanent signing? Yes______ No______

31. Will traffic signals be required? Yes______ No______
If yes, give location and type desired____________________

32. Is project contingent upon other factors? Yes______ No______
(Such as construction and timing, ccoperative project by County, tie-in with other projects, etc.)
If yes, explain____________________

Remarks re Section I:\____________________

II. BRIDGE PROJECT DATA

1. Name of river or stream Beaver Slough
2. Name of bridge McLean Bridge

3a. Dimensions of existing bridge. Length 216' Roadway Width 17' Type AC
b. Dimensions of existing approaches. Type AC Width 20' Shoulders 4'

4. Type of design and material used in existing bridge. Wooden pile trestle.

5. Location (please attach map with location marked):
Section 5 Township 7N Range 4W W.M.

6. Desired width of proposed bridge 28' Approx. length 220'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes______ No__x___
Upstream__________Downstream__________Width__________

8. Does County wish a particular type of bridge design? Yes__x___ No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)____Basically concrete.____________________

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______ No__x___
Explain____

10. Foundation Testing: By County? Yes__x___ No______
By State? Yes______ No__x___

11. Will County close road during construction? Yes______ No__x___

12. Can presently established road be used as detour? Yes__x___ No______

13. Must a new detour be constructed? Yes______ No__x___

14. Will detour be constructed & maintained by County: Yes______ No__x___

15. Will detour be constructed & maintained by Contractor? Yes______ No__x___

16. Will County sign project outside work area during construction? Yes______ No__x___

17. Will Contractor sign project outside work area during construction? Yes__x___ No______

18. Approaches or Connections: By County? Yes__x___ No______
By Contractor? Yes______ No__x___
Traveled surface: Type____AC____ Width____24'____
Shoulder surface: Type____Rock____ Width____4'____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes______ No__x___

N.W. quadrant distance from structure________________
N.E. quadrant distance from structure________________
S.W. quadrant distance from structure________________
S.E. quadrant distance from structure________________

20. Guardrail: Desired on approaches or connections: Yes__X__ No______
By County____________ Contractor____X_________
Right side only? Yes__X__ No______
Both sides? Yes______ No__X__

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes______ No__X__
Use for detour? Yes__X__ No______
Removed by County? Yes______ No__X__
Removed by Contractor? Yes__X__ No______
Salvaged by Contractor for County? Yes______ No__X__

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes______ No__X__
By Contractor? Yes______ No__X__

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes______ No__X__ Size__________
Company______________________________
b. Sanitary sewer mains: Yes______ No__X__ Size__________
Company______________________________
c. Storm sewer: Yes______ No__X__ Size__________
Company______________________________
d. Gas mains: Yes______ No__X__ Size__________
Company______________________________
e. Power lines: Yes______ No__X__ Size__________
Company______________________________
f. Telephone lines: Yes______ No__X__ Size__________
Company______________________________
g. Other Utilities:______________________________
____

24. Does County wish provisions made for future utility attachment to structure? Yes__X__ No______

25. Does County wish lightpost bases and conduit installed? Yes______ No__X__

26. Does County wish complete job of illumination in project? Yes______ No__X__

27. Is project contingent upon other factors? Yes______ No__X__
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ________________________________

Remarks re Section II: ________________________________

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   - By State? Yes____ No__X__
   - By Consultant? Yes__X__ No____
   - By County? Yes____ No__X__

   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes____ No__X__

3. Construction plans and specifications to be prepared:
   - By State? Yes____ No__X__
   - By Consultant? Yes__X__ No____
   - By County? Yes____ No__X__

4. Does County desire center line to be permanently monumented as part of project? Yes____ No__X__

5. Does County desire right-of-way to be permanently monumented as part of project? Yes____ No__X__
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: ________________________________

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum __60'__ Minimum __60'__

2. Is any additional right of way needed? Yes __X__ No ____
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes __X__ No ____

4. Should State negotiate and acquire right of way in behalf of County? Yes ____ No __X__

5. Should State prepare options? Yes ____ No __X__

6. Should material source site be included in right-of-way descriptions? Yes ____ No __X__

7. Is there any merchantable timber on right of way? Yes ____ No __X__

8. Will timber be reserved for owner? Yes ____ No __X__
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes ____ No __X__

10. Is a hearing necessary? Yes ____ No __X__
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes ____ No __X__
If yes, give type and name of utility company: ________________

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes ____ No __x__
If yes, give type and name of utility company: ________________

13. Are utilities on existing right of way by permit ____ or by franchise __X__
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes ____ No __X__
If yes, give name of irrigation company or district ________________
and dates between which water can be turned off: From ____________
To ____________

15. Are there any railroad crossings? Yes ____ No __X__

16. Name of Railroad ____

17. Number of tracks: Mainline __________ Siding __________ Total __________

18. Sight Distance: ____________________ (Left) ____________________ (Right)

19. Number of Trains: Passenger __________________ Speed __________________
Freight __________________ Speed __________________

20. Angle of Intersection: ____

21. Type of Existing Crossing: Grade ____ Overcrossing ____ Undercrossing ____

22. Existing Protection:
Advance warning signs ______ Automatic flashing ______ Stop Signs ______
Crossbucks ________________ Automatic bell __________ Gates __________

23. Proposed Protection: ____
____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes ______ No ______

25. Will railroad crossing be altered: Yes ______ No ______
If yes, specify: ____

26. Traffic Control Signing:
To be part of project? Yes ______ No ______
By County? Yes ______ No ______
By State at County expense? Yes ______ No ______
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ______ No ______
By County? Yes ______ No ______
By State at County expense? Yes ______ No ______

28. Does County wish State to prepare P.U.C. hearing date? Yes ______ No ______

29. Will P.U.C. application be made by State __________ or County __________?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes ______ No ______

Remarks re Section IV: ____
____
____
____

V. MATERIAL SOURCES DATA

1. Gravel____________ Quarry____________ Cinders____________
2. Owner: County__________ State__________ Private__________ Other__________
3. Location:________ Section________ Township________ Range________W.M.
4. If County lease, what are royalty payments?____________________
5. Materials furnished by County: Borrow__________ Select Topping__________
   Base Course________ Level Course________ Mineral Aggregate________
   Location____________________
   Miscellaneous Items____________________

Remarks re Section V:____________________

VI. FINANCIAL DATA

1. Estimated Cost: $ 195,000.00
2. Available FAS Funds $______________ ?
3. Does County wish advancement of future Federal funds? Yes x No______
   Amount____________________
4. Date match money is available NOW
5. Will there be any 100% County money? Yes______ No ✓
6. Maximum amount of 100% County money available: $ —
7. Date County request letting: WHEN EVER FEDERAL FUNDS AVAILABLE

Remarks re Section VI:____________________

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement ____________________ Office
2. Environmental ____________________ Office
3. Public Hearing ____________________ Office

Remarks re Section VII: ____________________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ____________________

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By ____________________
County Judge or ~~Comm.~~ Chairman

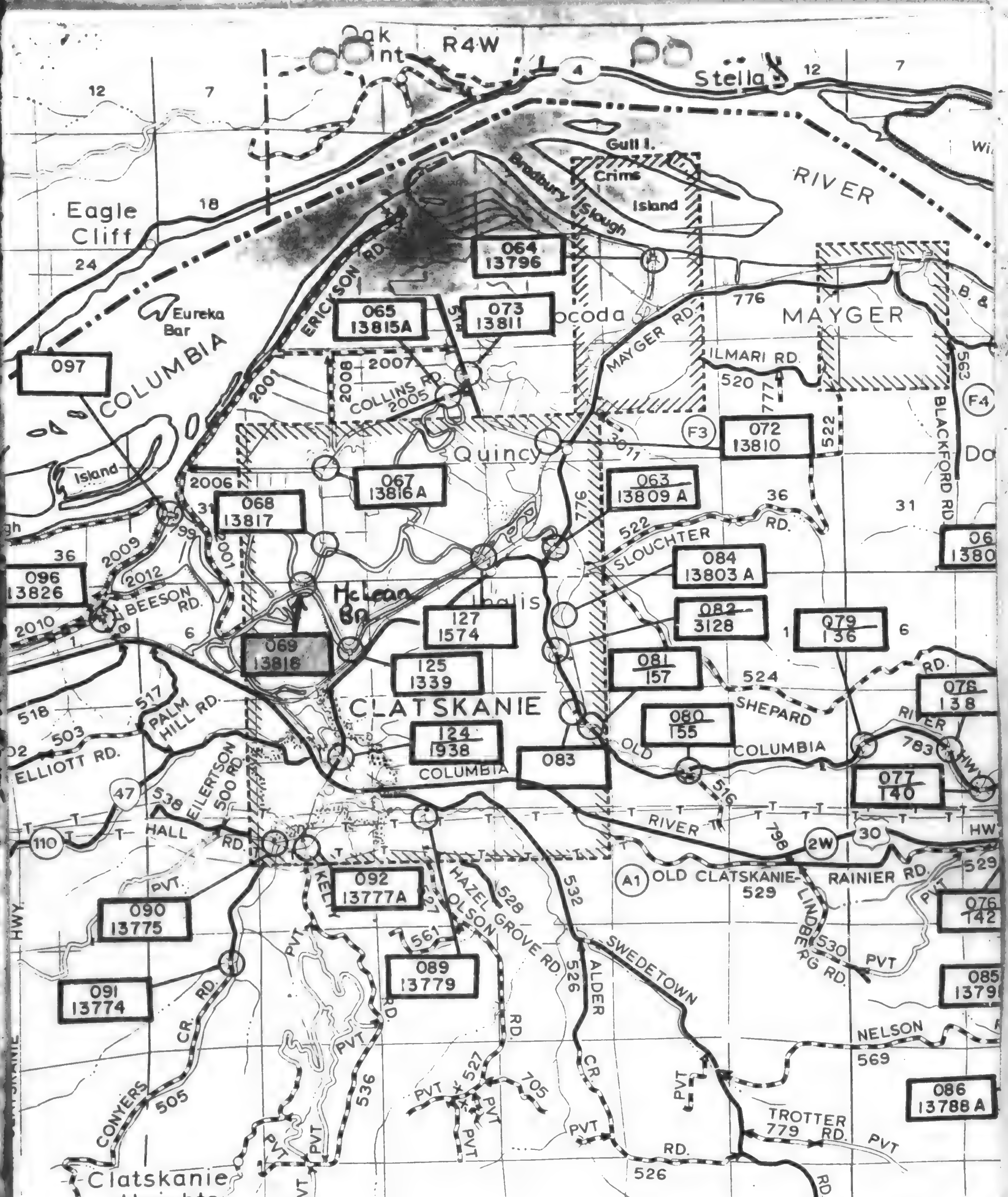
By Cleo W. Hom
County Commissioner

By Jack Minkoff
County Commissioner

By ____________________
County Engineer of Roadmaster

County Columbia

Date 6-23-76



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P S R Lan 19-1
Erickson
Col. Co.

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 13, 1976

RECEIVED
COUNTY & CITY SECTION
APR 15 1976
☐ ENGR. ☐ COOR. ☑ CE ☒ RE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Mr. Sam Hollinger
Columbia County Roadmaster
P. O. Box 366
St. Helens, OR 97051

Re: Request For Bridge Replacement
Mclean Bridge and Woodson Bridge
Columbia County

Dear Mr. Hollinger:

Your recent letter requested replacement of four bridges under the off system road program. We presently have your request for Erickson Bridge and Inglis Bridge on our priority list for consideration if additional federal money becomes available for this program. While there is considerable correspondence regarding Mclean Bridge dating back to 1974, we are unable to find any formal request for improvement of that bridge. The Woodson Bridge is not mentioned in any early correspondence, but it may have been called by some other name.

While no additional money is available at this time, we would suggest that you fill out copies of the project request form for the Woodson and Mclean Bridges so that we will have sufficient information to process these should additional money become available. If you have any questions about this, don't hesitate to call this office.

Very truly yours,

Jon Rose

Jon Rose
Region Federal Aid Engineer

JR/lms
Attachment
cc: Hal Reynoldson, O.S.H.D. ← THIS COPY FOR

Form 81-734-3122

8989

OSR
Col. Co.
Con 19-1
Mc Lean

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 4

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
March 16, 1976

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: GEORGE HOPKINS
Project Development Engineer

SUBJECT: OFF SYSTEM ROAD PROGRAM REQUEST
Four Bridges
Columbia County

Here is a letter from Columbia County seeking OSR program approval for a project to replace four bridges.

I understand, in talking with officials from Columbia County, that all four of these bridges have been proposed for replacement under one program or another during the past year or two. Ingills Bridge and Erickson Bridge are the subject of a request submitted recently for the OSR program, while the other two must have been requested some time earlier for other funding. The County has proposed that County Road 75051 be included in the FAS system, and while this is unlikely, such a change would make the Woodson Bridge ineligible under the OSR program. Region 1 has no recollection of any application on McLean Bridge, but the County advises that such a request was made.

We understand that the Erickson and Ingills Bridges are still active as OSR projects, but are well down on the priority list, but we have no record of the Woodson or McLean Bridges. If your records show any information on these projects, please advise so that we may respond to the County.

Jon — We have applications for Erickson and Ingills Bridges but can find nothing on the other two
Ingles
HR
3/[illegible]/76

JR/lms
Enclosure

Hal
Pls review and discuss
H

RECEIVED
COUNTY & CITY SECTION
MAR 18 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
MAR 17 '76
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter	See me

Columbia County Road Department
P. O. Box 366 1275 Deer Island Road
St. Helens, Oregon 97051

Phone 503 397-~~XXXX~~ 5090

Ser. No.:

Date: March 10, 1976

Mr. Jon Rose
Department of Transportation
P.O. Box 02157
Portland, Oregon 97202

Dear Mr. Rose:

Columbia County, Oregon requests financing under the "OFF-SYSTEM FEDERAL AID HIGHWAY PROGRAM" of $ 500,000.00 for the replacement of four bridges.

Proj. Req. ← Columbia County Bridge No. 127, Oregon State Highway Bridge No. 1574, Ingills Bridge. over Clatskanie Slough – Steel Lift Span
0
Proj. Req. ← Columbia County Bridge No. 125, Oregon State Highway Bridge No. 1339, Erickson Bridge. over Clatskanie Slough
Columbia County Bridge No. 100, Oregon State Highway Bridge No. 13821, Woodson Bridge. [illegible] Lift
Columbia County Bridge No. 69, Oregon State Highway Bridge No. 13818, McLean Bridge. – over Beaver Slough

Enclosed is a map with the location of the four bridges marked in red. If you need any further information please contact me at my office.

Sincerely,

Sam Hollinger

Sam Hollinger, Roadmaster
COLUMBIA COUNTY ROAD DEPARTMENT

Chairman

Commissioner

Jack Minkoff
Commissioner

SH/jk

encl: 1

~~OE~~ [✓ RE] RME RCE [✓ FAE]
RECEIVED
TE RSM
UE MAR 12
SO REGION 1 RBI
ENV LOC

Columbia County Road Department
P. O. Box 368 1275 Deer Island Road
St. Helens, Oregon 97051

Phone 503 397-~~4xxx~~ 5090

Ser. No.:

Date: March 9, 1976

OS RE RME RCE FAE
TE RECEIVED RSM
UE MAR 12 1976 RSC
SO REGION I RBI
ENV LOC

Mr. Jon Rose
Regional Federal Aid Engineer
P.O. Box 02157
Portland, Oregon 97202

Dear Mr. Rose:

The Columbia County Road Department requests all major collector routes under our jurisdiction be placed on the Federal-aid secondary system.

We also request the three roads marked in green on the map be included as Columbia County will need financial aid to rebuild the bridges on these roads.

If you need further information contact me at my office.

Very truly yours:

Sam Hollinger

Sam Hollinger, Roadmaster
COLUMBIA COUNTY ROAD DEPARTMENT

Chairman

Commissioner

Commissioner

encl: 2

8989

Col. Co
FAS-C. [illegible]
Corr 19-1
McLean.

February 17, 1976

The Honorable Jack Minkoff
Columbia County Commissioner
Courthouse
St. Helens, OR 97051

RE: County Matching Funds
Columbia County

Dear Commissioner Minkoff;

Our letter to you dated January 17, 1975 stated that your request to use your Federal-aid funds as County matching funds to finance the replacement of the Ingalls Bridge, the McLean Bridge, and the drawbridge over Beaver Slough had been considered and approved.

This approval was in the context of your previous request that these roads be added to the FAS-C System.

As a result of the recently approved Functional Classification the roads under consideration are not eligible for the Federal Aid System. The consequence of this is that the approval of January 17, 1975 is no longer appropriate and should not be considered as an option in funding the proposed projects.

If you have any questions regarding this matter, please call me at 378-6563.

Very truly yours,

G. N. Hopkins
Project Development Engineer

GNH:mn

bc: Jon Rose

☐ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE

Col Co
[illegible]

January 17, 1975

The Honorable Jack Minkoff
County Commissioner
Columbia County
Courthouse
St. Helens, Oregon 97051

Re: County Matching Funds
Columbia County

Dear Commissioner Minkoff:

Your request to use some of your Federal Aid funds as county matching funds for your proposed projects to replace the Ingalls Bridge, the McLean Bridge and the Draw Bridge over Beaver Slough has been considered and approved.

Since your current projects have overdrawn your present funds by approximately $50,000, and the financing of these new projects will require the encumbrancing of future Federal funds, we would urge you to withhold your requests for these new projects until the new allocations make up this deficit.

If there are any questions, please feel free to contact us.

Very truly yours,

George N. Hopkins
Project Development Engineer

HR:scr

bc: John Rose
Region 1 Federal Aid Engineer

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ☒ UE

Col. Co.

COLUMBIA COUNTY
BOARD OF COMMISSIONERS

331 Courthouse, St. Helens, Oregon 97051
TELEPHONE (503) 397-4322

November 18, 1974

Mr. H. S. Cox
County-City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Transfer of FAS funds for FAS-C Projects

Dear Mr. Cox:

The Columbia County Board of Commissioners would like to request your consideration of the transfer of FAS funds to be used for used on improvement projects of the following bridges located in Columbia County:

Ingalls Bridge
McLean Slough Bridge
Draw Bridge over Beaver Creek.

A map is enclosed showing the locations of these bridges.

Should you have any questions, please call or write me at the above address.

Thank you for your consideration.

Sincerely,

COLUMBIA COUNTY
BOARD OF COMMISSIONERS

Jack Minkoff
Jack Minkoff, Commissioner

JM:gs
encl.

RECEIVED
COUNTY & CITY SECTION
NOV 19 1974
☐ ENGR. ☒ COOR. ☑ OE ☐ AE ■ UE
☒ DPE ☐ CE ☐ SE ☐ BPE ☐

Oregon Bridge Inventory Inspection Record

BRIDGE LOG

ROAD # 519 COLUMBIA COUNTY COLLINS RD.

ZONE 21,22

Loc. No.	Name & Job No.	Rate	V. Cl.	H. Cl.	Description
00.00					Road #518 at Mile-post 01.40
00.70	Drainage Ditch #13817	1-L H-11 0-17		15'4"	1-17' P.T. span. 4x12 plank deck. No w.s. 7 lines 6x16 stringers. 11' deck to stream bed. 1936
01.10	Beaver Slough #13818 Mc[illegible] Bg.	1-L H-6 0-9		17'4"	12-19' P.T. spans. 4x12 plank deck. No w.s. 8 lines 6x16 stringers. 31' deck to stream bed. 1932
01.15					Road #665 Lft.
01.20	Concrete Dike Gate #13819	1-L H-15		13' R.B.	Multiple R.C.B.C.; 12-5'x6'-6"x28' boxes =86'. 15' Fill w.s. 1925 est.
03.25		Road #574			End - M.P. 00.30

Detours: Bridges No. 13817, 13818 - Roads No. 514, 2, 665

10/11/43

8989

OSR
Col. Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 4

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
November 25, 1975

FROM: JON ROSE Jon Rose
Regional Federal Aid Engineer

SUBJECT: Columbia County
OSR Project

TO: GEORGE HOPKINS
Project Development Engineer

Here is a letter from Columbia County requesting a project to replace two bridges under the "Off-System Roads" program. I understand that the County's consultant, Oregon Bridge, submitted a County-Consultant agreement in July and that the actual project request form is in the hands of the County Board of Commissioners to be submitted shortly.

The County would like this project considered if additional OSR funds become available.

Jon:- We have added Columbia County's request to the list of future projects of the OFF SYSTEM program. If and when these projects become eligible for additional funds you will be informed. We have the consultant agreements from O.B.E.C., but the county must still submit the project request and the assessment. However these bridges are so far apart and on different roads it is very unlikely that they can be considered as one project.

HR

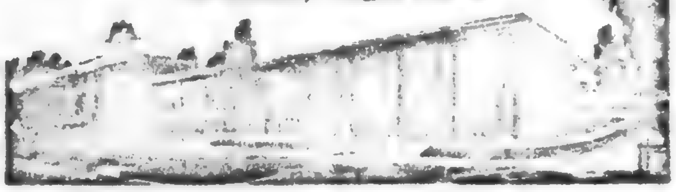
JR/b
att.

RECEIVED
COUNTY & CITY SECTION
NOV 26 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

PROJECT MANAGEMENT SECTION	ACTION	INFO
ROUTING		
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

NOV 26 1975

Columbia County Road Department
P. O. Box 366 1275 Deer Island Road
St. Helens, Oregon 97051



Phone 503 397-~~4~~ 5090

Ser. No.:

Date: November 20, 1975

Mr. Jon Rose
Department of Transportation
P.O. Box 02157
Portland, Oregon 97202

Dear Mr. Rose:

Columbia County, Oregon requests financing under the "OFF-SYSTEM FEDERAL AID HIGHWAY PROGRAM" for the replacement of two bridges.

McLean Br.

Bridge No. 69 is located on the Collins Road #2. Highway No. 2001. The bridge crosses Beaver Slough North of Clatskanie. Bridge No. 100 is located on the Marshland District Road, Highway No. 659. The bridge crosses Westport Slough at Woodson.

Woodson Br.

See request for waiver Bridges

The estimated cost will be approximately two hundred and fifty thousand dollars per bridge.

If you need any further information please contact me at my office.

Sincerely,

Sam Hollinger

Sam Hollinger, Roadmaster
COLUMBIA COUNTY ROAD DEPARTMENT

SH/jk

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TE RECEIVED RSM
UE NOV 25 1975 RSC
SO REGION 1 RBI
ENV LOC

8989

Rev. 10/29/75

OFF SYSTEM

505-0500(1)

COUNTY ROAD ~~FAS-X~~ PROJECT REQUEST

Name of County Columbia FAS No. ____ Date 11/13/75
County Road Name Erickson Road
Section Name Erickson Bridge
Type of Project Bridge Construction
Location of Project (Attach sketch map) ____
ADT Estimated 250 Design Speed 55

Is this request for county bridge design only? Yes x No ____
county FAS bridge design? Yes ____ No x
Will County hire consultant for this project? Yes x No ____

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width ____

2. Shoulders: Type ____
(AC, Pug Cold Mix, Oil Mat)
Width Each Side ____ Total Top Width ____

3. Grading and Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface and Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired ____
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs ____

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10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes______ No______
If answer is No, which of the following applies?
Contrary to public safety________Cost excessive to need or use________
Sparse population________________Area exempt from bike law____________
What is desired width of trail or walkway______________________________ft.
What type of surface treatment is desired______________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes______ No______
What type of separation from roadway will be used?______________________
____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes______ No______
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes______ No______

12. Will replacement be by: County____________________ Contract_____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes______ No______

14. Will County adjust structure to additional width? Yes______ No______

15. Will adjusted width be standard? Yes______ No______
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes______ No______

17. Does County wish sight posts installed? Yes______ No______

18. Does County wish State to permanently stripe project? Yes______ No______

19. Will County do striping? Yes______ No______

20. Does County wish guardrail installed? Yes______ No______
By County________________ Contractor________________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes______ No______
By seeding and mulching Yes______ No______
By rock blanket Yes______ No______
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes______ No______

23. Can through traffic be detoured? Yes______ No______

24. Must new detour be constructed? Yes______ No______

25. Will detour be constructed and maintained by County? Yes______ No______

26. Will detour be constructed & maintained by Contractor? Yes______ No______

27. Will County sign project outside work area during construction? Yes______ No______

28. Will Contractor sign project outside work area during construction? Yes______ No______

29. Should contract provide for permanent signing? Yes______ No______

30. Should State do permanent signing? Yes______ No______

31. Will traffic signals be required? Yes______ No______
If yes, give location and type desired______________________________

32. Is project contingent upon other factors? Yes______ No______
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain______________________________

33. Existing facility - Total top width ______________
Travelway width and surface ______________, ______________
Shoulder width and surface ______________, ______________

Remarks re Section I:______________________________

II. BRIDGE PROJECT DATA

1. Name of river or stream Clatskanie ~~Beaver~~ Slough

2. Name of bridge Erickson Bridge #125

3a. Dimensions of existing bridge. Length 210' Roadway Width 17' Type______
b. Dimensions of existing approaches. Type AC Width 18' Shoulders 4'

4. Type of design and material used in existing bridge.
Wood deck and stringers on timber piling

5. Location (please attach map with location marked):
Section 5 Township 7N Range 4W W.M.

6. Desired width of proposed bridge 30' Approx. length 210'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes ______ No x
Upstream ______ Downstream ______ Width ______

8. Does County wish a particular type of bridge design? Yes x No ______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Basically Concrete
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes ______ No x
Explain ______

10. Foundation Testing: By County? Yes x No ______
By State? Yes ______ No x

11. Will County close road during construction? Yes x No ______

12. Can presently established road be used as detour? Yes x No ______

13. Must a new detour be constructed? Yes ______ No x

14. Will detour be ~~constructed &~~ maintained by County: Yes x No ______

15. Will detour be constructed & maintained by Contractor? Yes ______ No x

16. Will County sign project outside work area during construction? Yes x No ______

17. Will Contractor sign project outside work area during construction? Yes ______ No x

18. Approaches or Connections: By County? Yes ______ No x
By Contractor? Yes x No ______
Traveled surface: Type AC Width 22'
Shoulder surface: Type Gravel Width 4'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes x No ______

N.W. quadrant distance from structure ______
N.E. quadrant distance from structure Adjoining
S.W. quadrant distance from structure ______
S.E. quadrant distance from structure ______

20. Guardrail: Desired on approaches or connections: Yes__X__ No_____
By County__________ Contractor____X_____
Right side only? Yes_____ No__X__
Both sides? Yes__X__ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes_____ No__X__
Use for detour? Yes_____ No__X__
Removed by County? Yes_____ No__X__
Removed by Contractor? Yes__X__ No_____
Salvaged by Contractor for County? Yes_____ No__X__
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes_____ No__X__
By Contractor? Yes_____ No__X__

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No__X__ Size__________
Company__________
b. Sanitary sewer mains: Yes_____ No__X__ Size__________
Company__________
c. Storm sewer: Yes_____ No__X__ Size__________
Company__________
d. Gas mains: Yes_____ No__X__ Size__________
Company__________
e. Power lines: Yes_____ No__X__ Size__________
Company__________
f. Telephone lines: Yes_____ No__X__ Size__________
Company__________
g. Other Utilities: Provisions can be made

24. Does County wish provisions made for future utility attachment to structure? Yes__X__ No_____

25. Does County wish lightpost bases and conduit installed? Yes_____ No__X__

26. Does County wish complete job of illumination in project? Yes_____ No__X__

27. Is project contingent upon other factors? Yes__X__ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: Availability of "off-system" funding

28. Existing roadway on either side of bridge:
N or E Side – Travelway surface and width AC, 20'
Shoulder surface and width Gravel, 4'
S or W Side – Travelway surface and width AC, 20'
Shoulder surface and width Gravel, 4'

Remarks re Section II: ____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
By State? Yes ____ No X
By Consultant? Yes X No ____
By County? Yes ____ No X
(NOTE: a. If project is cancelled, County must pay for survey.
b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ____ No X

3. Construction plans and specifications to be prepared:
By State? Yes ____ No X
By Consultant? Yes X No ____
By County? Yes ____ No X

4. Does County desire center line to be permanently monumented as part of project? Yes ____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ____ No X
(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: ____

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 60' Minimum ____

2. Is any additional right of way needed? Yes ____ No X
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes ____ No ____

4. Should State negotiate and acquire right of way in behalf of County? Yes ____ No ____

5. Should State prepare options? Yes ____ No ____

6. Should material source site be included in right-of-way descriptions? Yes ____ No ____

7. Is there any merchantable timber on right of way? Yes ____ No ____

8. Will timber be reserved for owner? Yes ____ No ____
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes ____ No ____

10. Is a hearing necessary? Yes ____ No X
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes ____ No X
If yes, give type and name of utility company: ____

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes X No ____
If yes, give type and name of utility company: [redacted]
P.U.D.

13. Are utilities on existing right of way by permit X or by franchise ____
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes ____ No X
If yes, give name of irrigation company or district ____
and dates between which water can be turned off: From ____
To ____

15. Are there any railroad crossings? Yes ____ No X

16. Name of Railroad ____

17. Number of tracks: Mainline __________ Siding __________ Total __________

18. Sight Distance: ____________________ (Left) ____________________ (Right)

19. Number of Trains: Passenger ________________ Speed ________________
Freight ________________ Speed ________________

20. Angle of Intersection: ____

21. Type of Existing Crossing: Grade ____ Overcrossing ____ Undercrossing ____

22. Existing Protection:
Advance warning signs ______ Automatic flashing ______ Stop Signs ______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection: ____
____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes _____ No _____

25. Will railroad crossing be altered: Yes _____ No _____
If yes, specify: ____

26. Traffic Control Signing:
To be part of project? Yes _____ No __X__
By County? Yes _____ No _____
By State at County expense? Yes _____ No _____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes _____ No __X__
By County? Yes _____ No _____
By State at County expense? Yes _____ No _____

28. Does County wish State to prepare P.U.C. hearing date? Yes _____ No __X__

29. Will P.U.C. application be made by State __________ or County __________?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes _____ No __X__

Remarks re Section IV: ____
____
____
____

V. MATERIAL SOURCES DATA

1. Gravel________ Quarry________ Cinders________
2. Owner: County______ State______ Private______ Other______
3. Location:______ Section______ Township______ Range______W.M.
4. If County lease, what are royalty payments?________
5. Materials furnished by County: Borrow______ Select Topping______
   Base Course______ Level Course______ Mineral Aggregates______
   Location________
   Miscellaneous Items________

Remarks re Section V:\________

VI. FINANCIAL DATA

1. Estimated Cost: $ 225,000
2. Available FAS Funds $______
3. Does County wish advancement of future Federal funds? Yes____ No____
   Amount______
4. Date match money is available Now
5. Will there be any 100% County money? Yes____ No____
6. Maximum amount of 100% County money available: $______
7. Date County request letting: 1976

Remarks re Section VI:________

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Board of Commissioners Office
2. Environmental	Board of Commissioners Office
3. Public Hearing	Board of Commissioners Office

Remarks re Section VII:

UNUSUAL OR COMPLICATED CIRCUMSTANCES: This bridge should be constructed in conjunction with Inglis Bridge.

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By
County Judge or Comm. Chairman

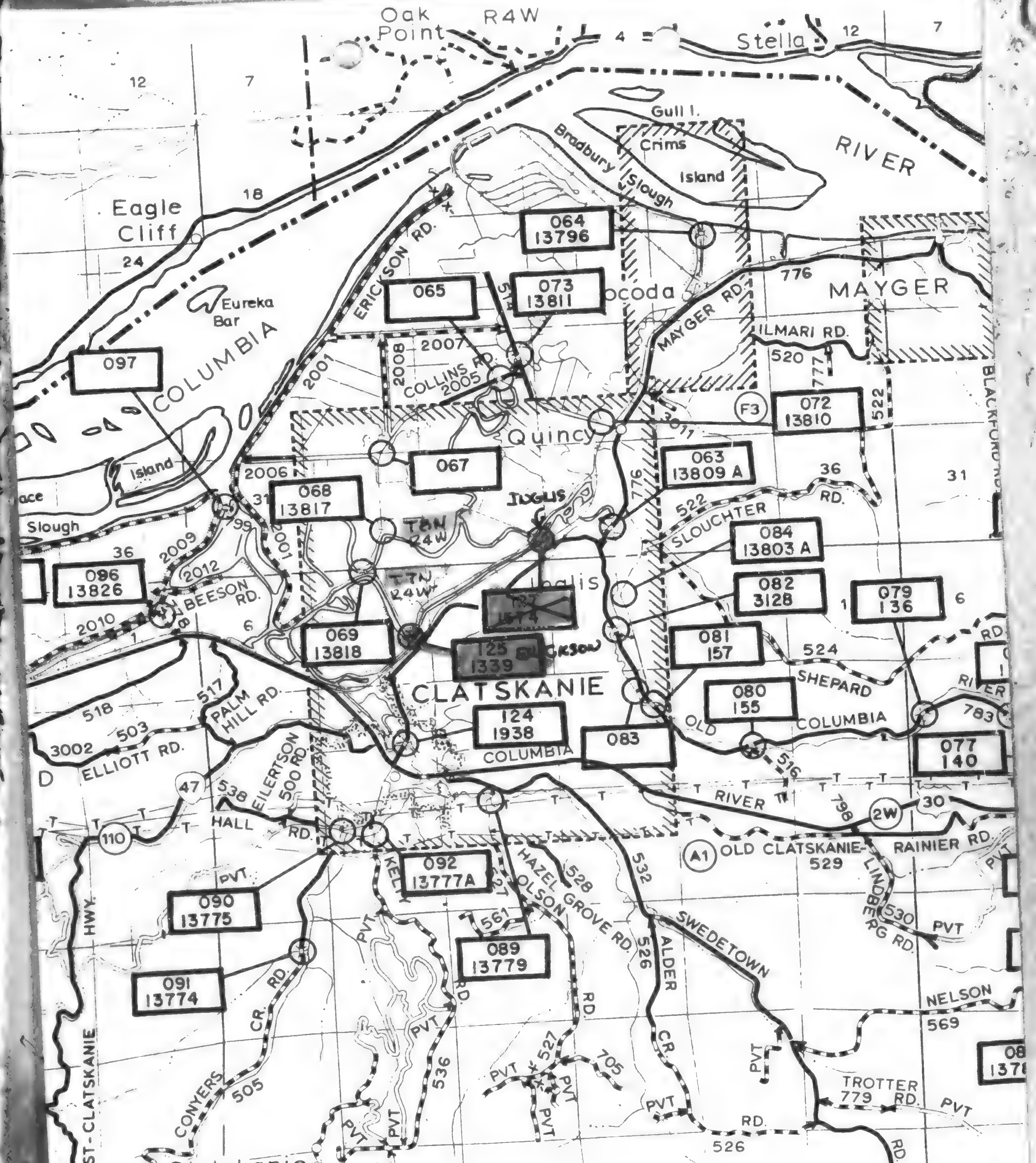
By
County Commissioner

By Jack Minkoff
County Commissioner

By Sam Hollinger
County Engineer of Roadmaster

County Col. Co.

Date 11-19-75


Oak Point
R4W
4
Stella
12
7
12
7
Gull I.
Crims Island
Bradbury Slough
RIVER
Eagle Cliff
18
24
Eureka Bar
COLUMBIA
Island
Slough
064 13796
065
073 13811
ocoda
776
MAYGER
MAYGER RD.
ILMARI RD.
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522
BLACKFORD RD.
ERICKSON RD.
2001
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COLLINS RD.
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097
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072 13810
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36
RD.
31
2006
068 13817
T8N R4W
IXGUS
522
SLOUCHTER
776
084 13803 A
096 13826
2009
36
2012
BEESON RD.
T7N R4W
127 1574
Inglis
082 3128
079 136
1
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2010
6
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069 13818
125 1339
ERICKSON
081 157
524
SHEPARD
CLATSKANIE
080 155
RIVER
517
518
PALM HILL RD.
124 1938
OLD
COLUMBIA
783
3002
503
ELLIOTT RD.
083
COLUMBIA
516
077 140
47
538
EILERTSON 500 RD.
RIVER
798
2W
30
110
HALL RD.
A1
OLD CLATSKANIE-RAINIER RD.
529
092 13777A
KELLY
527
HAZEL GROVE RD.
528
OLSON
532
LINDBERG RD.
530
PVT
090 13775
PVT
561
089 13779
SWEDETOWN
526
ALDER CR.
HWY.
091 13774
RD.
RD.
NELSON
569
MIST-CLATSKANIE
CR. RD.
PVT
536
PVT
527
705
PVT
CONYERS
505
PVT
PVT
PVT
TROTTER 779 RD.
PVT
PVT
RD.
526
PVT
RD.
Clatskanie Heights
36
31
36
31
088
Swed

Oregon Bridge Inventory Inspection Record

BRIDGE LOG

ROAD #665 COLUMBIA COUNTY
ERICKSON RD.
ZONE 21

Loc. No.	Name & Job No.	Rate	V. Cl.	H. Cl.	Description
00.00					Road #519 at Milepost 01.15
00.70					Road #656 Lft.
00.75	Clatskanie ~~Beaver~~ Slough #1339 ~~[illegible]~~ son Br. Erickson Dr	1-L H-13		17'3"	1-14', 3-20' P.T. spans, 1-52' I-beam span; 2-20', 2-19' P.T. spans. 4x12 plank deck. No w.s. 8x22 stringers on Span 1; 7 lines 8x22 stringers on Spans 2-4, 6 lines 21"x60#I on Span 5; 7 lines 8x22 stringers on Spans 6-9. 35' deck to stream bed. 1943
01.08					Road #2028 Rt.
01.09	Grade Crossing				So. Pacific R.R.
01.20		Highway #2			End - M.P. 64.39

Detours: Bridge No. 1339 - Road Nos. 656, 655, 2B

10/15/43

1979 Rattlesnake Cr., Fields 8990
Cr. & McClellan Cr. Br. Sec.
John Day Hwy. (Gr. pav. & struc.)

☆U.S. GOVERNMENT PRINTING OFFICE: 732-628

6

nig cc: OSHD (oulter)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Grant	DIVISION Oregon
DATE OF REPORT 1-13-83	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. BRF-88-2(5)
COMPLETION DATE 8-10-80	ACCEPTANCE DATE BY CONTRACT AGENCY 4-1-81	TIME ELAPSED 378/375 = 100.8 %	CONTRACT TIME 375 calendar days
APPROVED EXTENSIONS None	LOCATION MP 125.72 (Rattlesnake Crk), MP 144.30 (Fields Crk), MP 150.54 (McClennan Crk) on the John Day Highway between Picture Gorge and the community of Mt. Vernon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RATTLESNAKE CREEK, FIELD CREEK, AND McCLELLAN CREEK SECTION
JOHN DAY HIGHWAY
Grading, Paving & Structures

This project provided for the replacement of three small bridges and associated approach grading and paving. All three structures were constructed on essentially the existing alignment.

The contract provided 375 calendar days to complete the work. The contractor used 3 additional days and was assessed $450 (3 days @ $150/day) in liquidated damages.

The final cost of the project, including all engineering and changes, was $610,436.70. The final amount of the original contract items was $557,678.36 or a 7.3 percent overrun of the original contract amount of $519,717.00.

A final inspection of the completed work was made on November 20, 1980.

All participating work has been completed.

All signing and striping is complete.

--- DBC ---

RECEIVED
STATE HWY ENGR
JAN 24 '83
REFER TO [illegible]
FOR
Info
Inves
R/D
D/R
Sign
Act
File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer Glenn K. Hossner
TITLE Area Engineer — DATE 1-13-83	TITLE Field Operations Engr — DATE 1/21/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

F

#8990

April 17, 1981

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1116
Tacoma, WA 98401

CON 5
#8990

Gentlemen:

On April 6, 1981, we wrote to you concerning release of final payment on Contract No. 8990 awarded to Douglas C. Coats Construction for work on the Rattlesnake Creek, Fields Creek & McClellan Creek Bridges Section of the John Day Highway in Grant County.

Final payment on this contract is $26,554.17 and the total contract amount is $557,634.23. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Douglas C. Coats Construction
P. O. Box 311
Bend, OR 97701

bc: C. T. Kassay
Walt Hart
W. B. Schwartz

#8990 4-9-81 File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
J.C. Compton Co. No. 9008	Big Cr., Rock Cr., Gnat Cr. & Westport-Clatskanie Clatsop & Columbia Counties	March 13, 1981
R. A. Hatch Co. No. 9058	Ironside-Brogan Hill Malheur County	March 18, 1981
S.D. Spencer & Son No. 8654	N. Oakland Intchge.-Sutherlin Intchge. Douglas County	March 18, 1981
C.G. Gredvig, Inc. No. 9217	Leroy St.-S.P. X'ing. (Molalla) Clackamas County	March 19, 1981
Wildish Medford Construction Co. No. 9029	Four Corners-White City & Brownsboro-N. Fork Little Butte Creek Jackson County	March 19, 1981
Douglas S. Coats, Inc. No. 9095	Prairie Creek Culvert Wallowa County	March 20, 1981
Fabricators, Inc. No. 9056	Bunker Hill-Davis Slough & Coquille-Glen Aiken Creek Coos County	March 20, 1981
Western Bridge, Inc. No. 9145	Amazon Cr. (Acorn Park) Br. Lane County	March 25, 1981
Siuslaw Construction Co., Inc. No. 9098	Deer Creek Section Yamhill County	March 30, 1981
Douglas S. Coats No. 8990	Rattlesnake Cr., Field Cr. & McClellan Cr. Bridges Grant County	April 1, 1981
C.C. Meisel Co., Inc. No. 9013	Pac. Hwy. W. Intchge.-Dayton Jct. & Dayton Jct.-Lafayette Yamhill County	April 1, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Cherry City Electric, Inc. No. 9153	Pac. Hwy. East @ "D" St. (Hubbard) Marion County	April 2, 1981
Weaver Construction Co. No. 9148	Birch Cr. (Sparks) Bridge Umatilla County	April 3, 1981
Hamilton Electric, Inc. No. 9132	Pac. Hwy. E. @ SPTC U'Xing (Oregon City) Clackamas County	April 7, 1981
Hamilton Electric, Inc. No. 8879	Rogue Valley Hwy. @ Pine St. (Central Point) Jackson County	April 9, 1981
John Thomas Construction No. 9118	Valley of the Rogue State Park Jackson County	April 9, 1981

April 9, 1981

C. T. Keasey
Asst. State Highway Engineer

8990

STATE COPY L

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5/54	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County GRANT
MODIFICATION NUMBER 2	5-6-81	Project Number BRF-88-2(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 10, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 607,155.00	$ 612,162.00
Federal funds	$ 485,720.00	$ 489,719.00
Other revisions		

This modification is made for the following reasons: To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of May, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: D.E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon May 1, 1981

Federal Aid Project
No. BRF-88-2(5)

Rattlesnake Cr.; Fields Cr. & McClellen Cr.
Bridges on John Day Highway
Grant County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Roadway (M.P. 125.72, 720') (M.P. 144+30, 475.5')(M.P. 150.54, 526')

Subtotal of previous estimate of February 10, 1981	$277,236.00
SUBTOTAL	$277,236.00
Engineering	40,404.00
TOTAL	$317,640.00

Type Code X080
Rattlesnake Cr. Br. #16139 (M.P. 125.72, 80')

Total the same as previous estimate of July 31, 1979	$104,274.00

Type Code X080
Fields Cr. Br. #1046A (M.P. 144.30, 22')

Total the same as previous estimate of July 31, 1979	$ 66,936.00

Type Code X080
McClellan Cr. Br. #1043A (M.P. 150.54, 27')

Total the same as previous estimate of July 31, 1979	$ 88,281.00
SUBTOTAL	$259,491.00
Engineering	35,031.00
TOTAL	$294,522.00

Length of Roadway ---------------	0.326 mi.
Length of Structures ------------	0.024 mi.
TOTAL	0.350 mi.

Cost of Roadway per mile --------------$974,355.83

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$317,640.00	$254,112.00	$ 63,528.00
Structures	294,522.00	235,607.00	58,915.00
TOTAL	$612,162.00	$489,719.00	$122,443.00

Group	1-100%
Contract No.	8990
Prefix	12-1911
Prefix	12-1056

8990

STATE COPY 2,

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 2-143		County Grant
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number BRF-88-2(5)
MODIFICATION NUMBER 1	2/11/81	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 10, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 592,205.00	$ 607,165.00
Federal funds	$ 473,753.00	$ 485,720.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11 th day of February, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: E.J. Valch (Actg.)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen-File

Oregon State Highway Division
Salem, Oregon February 10, 1981

Federal Aid Project
No. BRF-88-2(5)

Rattlesnake Cr.; Fields Cr. & McClellan Cr.
Bridges on John Day Highway
Grant County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (M.P. 125.72, 720') (M.P. 144+30, 475.5')(M.P. 150.54, 526')

Subtotal of previous estimate of July 31, 1979	$262,276.00

Previous Estimate

Flagman	200 Hr.	20.00	$ 4,000.00

Revised Estimate

Flagman	948 Hr.	20.00	18,960.00
		Increase	$ 14,960.00
		Subtotal	277,236.00
		Engineering	35,407.00
		TOTAL	$312,643.00

Type Code X080
Rattlesnake Cr. Br. #16139 (M.P. 125.72, 80')

Total the same as previous estimate of July 31, 1979	$104,274.00

Type Code X080
Fields Cr. Br. #1046A (M.P. 144.30, 22')

Total the same as previous estimate of July 31, 1979	$ 66,936.00

Type Code X080
McClellan Cr. Br. #1043A (M.P. 150.54, 27')

Total the same as previous estimate of July 31, 1979	$ 88,281.00
SUBTOTAL	$259,491.00
Engineering	35,031.00
TOTAL	$294,522.00

Length of Roadway	0.326 mi.
Length of Structures	0.024 mi.
TOTAL	0.350 mi.

Cost of Roadway per mile --------$959,027.61

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$312,643.00	$250,113.00	$ 62,530.00
Structures	294,522.00	235,607.00	58,905.00
TOTAL	$607,155.00	$485,720.00	$121,435.00

Group	1-100%
Contract No.	8990
Prefix	12-1911
Prefix	12-1056

8990

STATE COPY

OMB No. 04-R2089 2

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-149	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8-10-79	State Oregon County Grant Project No. BRF-00-2(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26, 3.3 mi. W of Mt.Vernon, W 24.8 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-20-79	0.350
OTHER *(Specify)*		

FUNDS Pro Rata 80.0%

ESTIMATED TOTAL COST OF PROJECT $ 592,205.00	FEDERAL FUNDS $ 473,753.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provizions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

xxxFor: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator AUG 10 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, July 31, 1979

Federal Aid Project
No. BRF-88-2 (5)

Rattlesnake Cr.; Fields Cr. & McClellan Cr.
Bridges on John Day Highway
Grant County

Project Agreement Estimate

Type Code 6201
Roadway (M.P. 125.72, 720') (M.P. 144+30, 475.5') (M.P. 150.54, 526')

Mobilization	All Required (53%)		$ 25,440.00
Temporary Protection and Direction of Traffic	All Required (53%)		2,120.00
Temporary Signs	582 Sq.Ft.	8.00	4,656.00
Temporary Barricades	6 Each	50.00	300.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	950 Lin.Ft.	9.00	8,550.00
Temporary Delineators	98 Each	20.00	1,960.00
Flagmen	200 Hr.	20.00	4,000.00
Clearing and Grubbing	All		5,000.00
Removal of Structures and Obstructions	All		1,000.00
General Excavation	6,305 Cu.Yd.	5.00	31,525.00
Embankment in Place	2,360 Cu.Yd.	5.00	11,800.00
Watering	145 M.Gal.	10.00	1,450.00
Emulsified Asphalt in Watering	13,250 Gal.	1.00	13,250.00
1"-0 Aggregate Base	2,100 Cu.Yd.	15.00	31,500.00
Class "B" Asphalt Concrete	1,200 Ton	52.00	62,400.00
Asphalt Membrane	462 Sq.Yd.	15.00	6,930.00
18-inch Culvert Pipe	60 Lin.Ft.	20.00	1,200.00
18-inch Arch Type Pipe	6 Lin.Ft.	40.00	240.00
Extra for Pipe Under Pavement	24 Lin.Ft.	20.00	480.00
Guard Rail, Type 2A	1,075 Lin.Ft.	15.00	16,125.00
Guard Rail, Type 3	300 Lin.Ft.	30.00	9,000.00
Guard Rail Anchors, Type 1	9 Each	300.00	2,700.00
Guard Rail Anchors, Type 2	3 Each	500.00	1,500.00
Rail End Pieces, Type B	2 Each	75.00	150.00
Rail End Pieces, Type C	9 Each	120.00	1,080.00
Type 1 Fence	1,170 Lin.Ft.	2.00	2,340.00
Type 2 Fence	910 Lin.Ft.	5.00	4,550.00
20' Double Gates	1 Each	500.00	500.00
Loose Riprap, Class 100	60 Cu.Yd.	20.00	1,200.00
Loose Riprap, Class 700	320 Cu.Yd.	18.00	5,760.00

Filter Blanket	50 Cu.Yd.	20.00	1,000.00
Delineators	26 Each	20.00	520.00
			$ 260,226.00

Anticipated Items		
Permanent Pavement Striping	All Required	$ 500.00
Temporary Pavement Striping	All Required	450.00
Remove Pavement Striping	All Required	1,000.00
Temporary Erosion Control	All Required	100.00
		$ 2,050.00
	Subtotal	$ 262,276.00
	Engineering	35,407.00
	Total	$ 297,683.00

Type Code X080
Rattlesnake Creek Bridge #16319 (M.P. 125.72, 80')

Mobilization	All Required (19%)		$ 9,120.00
Temporary Protection and Direction of Traffic	All Required (19%)		760.00
Removal of Bridges	All Required		5,000.00
Structure Excavation	95 Cu.Yd.	20.00	1,900.00
Furnish HP 10x42 Steel Piling	740 Lin.Ft.	20.00	14,800.00
Drive Steel Piles	16 Each	100.00	1,600.00
Splice Steel Piles	3 Each	100.00	300.00
Structural Concrete, Class 3300 (50 c.y.)	All Required		14,000.00
4'x40'/45' Prestressed Slabs	16 Each	2,500.00	40,000.00
Reinforcement (5,400 lbs. @ $0.50)	All Required		2,500.00
Reinforced Concrete Bridge End Panels	143 Sq.Yd.	58.00	8,294.00
Metal Rail with Tubing	150 Lin.Ft.	40.00	6,000.00
			$ 104,274.00

Type Code X080
Fields Creek Bridge #1046A (M.P. 144.30, 22')

Mobilization	All Required (12%)		$ 5,760.00
Temporary Protection and Direction of Traffic	All Required (12%)		480.00
Bridge Removal Work	All Required		5,000.00
Shoring, Cribbing, Etc.	All Required		5,000.00
Structure Excavation	265 Cu.Yd.	10.00	2,650.00

Structural Concrete, Class 3300 (70 c.y.)	All Required		20,000.00
4'x20'/25' Prestressed Slabs	8 Each	1,700	13,600.00
Reinforcement (10,000 lbs. @ $0.50)	All Required		4,500.00
Reinforced Concrete Bridge End Panels	142 Sq.Yd.	58.00	8,236.00
Metal Rail with Tubing	38 Lin.Ft.	45.00	1,710.00
			$ 66,936.00

Type Code X080
McClellan Creek Bridge #1043A (M.P. 150.54, 27')

Mobilization	All Required (16%)		$ 7,680.00
Temporary Protection and Direction of Traffic	All Required (16%)		640.00
Bridge Removal Work	All Required		5,000.00
Shoring, Cribbing, Etc.	All Required		5,000.00
Structure Excavation	315 Cu.Yd.	10.00	3,150.00
Structural Concrete, Class 3300 (130 c.y.)	All Required		32,500.00
4'x25'/30' Prestressed Slabs	8 Each	2,000.00	16,000.00
Reinforcement (17,300 lbs.)	All Required		7,785.00
Reinforced Concrete Bridge End Panels	152 Sq.Yd.	58.00	8,816.00
Metal Rail with Tubing	38 Lin.Ft.	45.00	1,710.00
			$ 88,281.00
	Subtotal		$ 259,491.00
	Engineering		35,031.00
	Total		$ 294,522.00

Length of Roadway - - - - - - - - - - - - - 0.326 mi.
Length of Structures - - - - - - - - - - - 0.024

Total - - - - - - - - - - - - - - - - - - - 0.350
Cost of Roadway Per Mile - - - - - - - - - $913,138.03

Work Retained in Program Status
(not included in amounts below)

Seeding and Mulching	All Required	$1,000.00

Oregon State Highway Division
Salem, Oregon, July 31, 1979

Federal Aid Project
No. BRF-88-2 (5)

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 297,683	$ 238,146	$ 59,537
Structures	294,522	235,617	58,905
Total	$ 592,205	$ 473,753	$ 118,442

Group 1 100%
Contract No. 8990
Prefix 12-1911 P.E.
Prefix 12-1056

Oregon State Highway Division
Salem, Oregon, July 31, 1979

Federal Aid Project
No. BRF-88-2 (5)

Rattlesnake Cr., Fields Cr. & McClellan Cr. Brs.
Nonparticipating-State Work)

State Responsibility for Damages	All Required	$ 1,000.00

8990 5

ROAD DESIGN SECTION

DES 16-1

January 14, 1981

B. N. Hatcher
Resident Engineer

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Rattlesnake Creek, Fields Creek
and McClellen Creek Bridge Section
John Day Highway
Grant County

This letter is to acknowledge receipt and review of the construction narrative report on the subject project. The review was made by me and the designer assigned to the project.

According to the narrative, the channel change at McClellan Creek seemed to be one of the bigger problems. The solution to this problem was made in the field and was appropriate.

FE:ja

cc W. E. Schwartz

8990

L.

FORM 734-2001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Rattlesnake, Fields, and McClellan Creek Bridges

WEEK ENDING: 12-6-80

SECTION PREFIX: 12-1056

HIGHWAY: John Day

COUNTY: Grant

NAME OF JOB:

KIND OF WORK: Structures

CONTRACTOR: Douglas S. Coats, Construction

CONTRACT NUMBER: 8990

FEDERAL AID PROJECT NUMBER: BRF-88-2(5)

DATE OF CONTRACT: July 18,1979

DATE WORK STARTED: August 21, 1979

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 375

CALENDAR DAYS USED 378

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 101

PROJECT AUTHORIZATION: $594,575.55

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $547,336.52

ENGINEERING AUTHORIZATION 47,139.03

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 102

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $559,791.47

ENGINEERING COST TO DATE 46,570.42

DATE PROJECT WAS COMPLETED: August 10, 1980

ESTIMATED PERCENT OVERRUN 2 %

PERCENT OF AUTHORIZATION 99 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6,305 CY	2,100 CY			1,200 T
TOTAL QUANTITIES CORRECTED TO DATE	6,980 CY	2,280 CY			1,621 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6,980 CY	2,280 CY			1,621 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16319	1043 A	1046 A					
PERCENT	100	100	100					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy- Cold			
MONDAY	" "			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	" "			
FRIDAY	" "			
SATURDAY				

RECEIVED
DEC 8 1980
CONSTRUCTION
BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

K

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 30	No Work
MONDAY 1	No Work
TUESDAY 2	No Work
3 WEDNESDAY	No Work
4 THURSDAY	No Work
FRIDAY 5	No Work
6 SATURDAY	No Work

REMARKS

No Work this week.

Office working on semi-final.
Semi-Final Submitted.

Final Report.

SIGNED B.N. Hatcher LOCATION Burns
B.N. Hatcher, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#8990

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 12, 1980

In Reply Refer to
File No.: CON 5 #8990

Douglas S. Coats Construction
Post Office Box 311
Bend, OR 97701

Re: Request for Time Extension
Rattlesnake Creek, Fields Creek &
McClellan Creek Bridges
FAP No. BRF-88-2(5)
Contract No. 8990

Gentlemen:

Your request for additional time in which to complete the above project has been carefully reviewed. The request must be denied since failure to furnish materials in a timely fashion is not a bona fide reason for additional contract time. Asphaltic concrete plant breakdowns are within the control of your supplier and hence are deemed to be within your control.

There remains three days of liquidated damages under this contract.

Should you wish to review this matter further, or if you wish to submit additional data, please contact Resident Engineer Hatcher.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter (w/att.)
W. E. Schwartz "
Barry Hatcher "
FHWA "
Robert Church

RECEIVED
STATE HWY ENGR
NOV 14 '80
RE. R TO
FOR

Info	Inves	R/D	D/R	Sgn	Act	File

Form 734-3122

CON 5
Con. No. 8990

STATE OF OREGON

INTEROFFICE MEMO

TO: O. B. Jackmond
Contract Administration Section Engineer

DATE: November 4, 1980

FROM: R. D. Hector
Region 5 Construction Engineer

SUBJECT: Rattlesnake, Fields and McClellan Creek Bridges
John Day Highway
Grant County
Contract No. 8990
F.A.P. No. BRF-88-2(5)
Time Extension

Enclosed is a contractor's request for extension in time for the Rattlesnake, Fields, and McClellan Creek Bridge project. Also, attached is a letter from the contractor, Douglas Coats, and an evaluation from the resident engineer, Barry Hatcher.

The contract was completed three days late because of problems with the equipment producing the asphaltic concrete surfacing. These kind of things are not a valid reason to grant extension in time and the traveling public was inconvenienced by even this slight delay because of the nature of ride on the temporary surfacing.

I recommend that this extension in time not be granted.

11-16-80

CTK - I agree with Region. Recommend this request be denied.

OBJackmond

RDH/dt
Attachments

RECEIVED
NOV 6 1980
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Olson

Richards
Berg
Inlow
Widmer
Gebauer
Church

Contains Recycled Materials
81-195-1507

FORM 81-734-3030

☐ RE ☐ RCE ☐ RME ☐ ROE

FILE:

☐ RFA OCT 23 1980 ☐

RECEIVED
REGION 5 OFFICE

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Burns, Oregon
October 20, 1980

B.N. Hatcher

FROM: B. N. Hatcher
Resident Engineer

TO: W. E. Schwartz
Regional Engineer

LAGRANDE

SUBJECT: Rattlesnake, Fields and
McClellan Creek Bridges
John Day Highway
Grant County
Contract No. 8990
F. A. P. No. BRF-88-2(5)

Attached please find two copies of Contractors Request for Increase in Number of Workdays to Complete Construction Project along with one copy of a letter of explanation from the contractor on the subject project.

The reason given for the overrun in time is stated as the inability of the supplier to produce the A. C. required for the project in a reasonable length of time.

Contract dates are as follows:

Award Date---------- July 18, 1979
Day Count Began----- July 30, 1979
Specified Time------ 375 Calendar Days
Commencement Date--- August 21, 1979
Completion Date----- August 10, 1980
Total Time Used----- 378 Calendar Days

The contractor is requesting the 3 additional days that he used to complete the contract work. He did begin work early in the life of the contract and pursued it vigorously until he was at a point where he had to wait for warmer weather. All contract work with the exception of the asphalt membrane and paving was predominately completed by March 1, 1980.

The contractor resumed work on July 21, 1980, when there were 18 days remaining in which to complete the work. I agree with the contractor in that the paving should have taken at the very most 8 days, as a total of only slightly over 1,600 tons was placed. As it turned out, the paving took 16 days with the plant being broke down on at least 7 of these and probably not functioning properly on half of the rest. The contractor made an effort to complete the job on time by working straight through the last two weekends, which probably cost him more in overtime than the penalty would amount to.

The short delay in completing the project did not compromise the integrity of the job and engineering costs were within the authorization. The only area where it cost us more money was in the flagging, which overran considerably, but not entirely due to the longevity of the project.

McClellan Creek Bridges

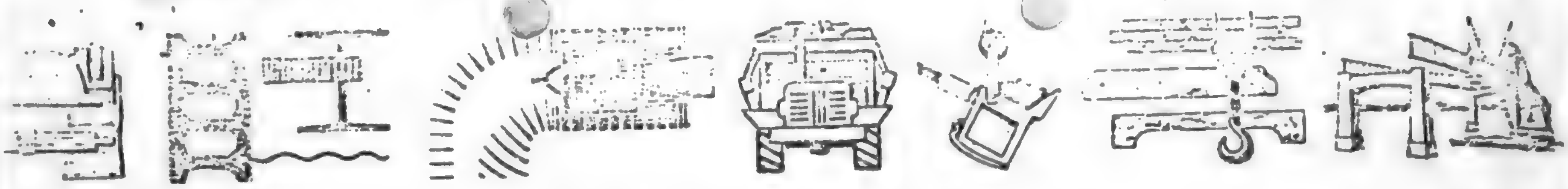
Time Extension (cont.)

I realize that failure to produce on the part of a supplier may not be an ironclad reason for granting a time extension; but in this case I feel it is justified, as this supplier is the only source of commercial A. C. mix within 100 miles or more of the jobsite.

I recommend that the contractor be granted the three additional days as requested.

BNH/hc

BRIDGES. STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS CONSTRUCTION
P.O. BOX 311 • BEND, OREGON 97701 • (503) 382-7330

October 14, 1980

RECEIVED
OCT 15 1980
B. N. HATCHER
RES. ENGR.

Mr. Barry Hatcher, Resident Engineer
P O Box 31
Burns, Oregon 97720

Re: Contract 8990 Rattlesnake, Fields
& McClellan Creek Bridges

Dear Barry:

This letter is a request for a time extension of three days on the subject project. The reason is simply an unprecedented amount of breakdowns in the asphalt plant.

Chaney's Asphalt & Paving co was not ready to start applying the a.c. when we were ready to start. Being the only source of a.c. for the area, there was no recourse but to wait until his plant was in operation.

After starting the operation he had continual mal-funcations with two electric motors. There was more down time than operating time. After he finally replaced the troublesome motors and removed an auger the work proceeded in an orderly manner.

In the meantime, however, we had lost considerably more than three days operating time. We spent a total of 17 days on the job working with the paving. We feel this particular portion of the job should have only taken a maximum of 8 days.

As a contractor, when a supplier is facing delays of this nature, there is nothing that can be done to remedy the situation.

We respectfully request consideration for this request and ask that you grant us the three additional days.

Sincerely,

Douglas S Coats

Douglas S Coats

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8990 Contractor Douglas S. Coats Construction

Highway John Day

Section Rattlesnake Creek, Fields Creek & McClellan Creek Bridges

Kind of Work Grade, Pave & Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~or **GRANTED**~~. The reasons for such recommendation are as follows:

See attached letter

Recommended for Approval:

Region Construction Engineer ~~Region Engineer~~ XXXXX

O-B Jackson
For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No.	8990
Project designation	BRF-88-2(5) State-Federal
Date awarded	July 18, 1979
Work started	August 21, 1979
Per cent completed	100% Date
No. of Workdays Allowed	375
No. of Workdays Used	378
No. of Added Workdays Requested	3

SP*10662-T34

Form 81-734-2200

OREGON STATE HIGHWAY DIVISION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date Oct 10, 1980

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 375 days to 378 days, within which to complete our Contract No. 8990, without the assessment of liquidated damages. The said contract is described as follows:

Grade, Pave & Structures-Rattlesnake, Fields, McClellan Creek Bridges

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Starting 7-22-80 and continuing thru August 11, 1980. Various times interrupted by suppliers inability to perform. See attached letter.

Respectfully submitted,

Douglas S Coats Construction
Contractor

By Douglas S Coats

CONSENT OF SURETY

Date October 14, 1980

We, United Pacific Insurance Co., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Betty M. Williamson
Betty M. Williamson Attorney-in-fact

(SEAL)

Betty M. Williamson
Betty M. Williamson Resident Agent

8990

5

STATE OF OREGON **INTEROFFICE MEMO**

Highway DEPT. 378-6299 TELEPHONE

TO: Barry Hatcher
Resident Engineer

DATE: February 20, 1980

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: File 50368
McClellan Creek Bridge Section
John Day Highway
Grant County

The attached memo was sent to me by Harold Brainerd. The Design Section will not accept a request of this type without adequate documentation and regional approval.

RH:mk
Attachment

cc: W. E. Schwartz-w/attach.
H. G. Brainerd-w/attach.
✓ J. H. Versteeg-w/attach.

✓ Versteeg
Anderson
Christensen
1 Olsen
Sullivan
Terpin
Trout
2 Wakerlig

RECEIVED
FEB 21 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___
Action

ACME BUSINESS FORMS PORTLAND

OREGON
STATE HIGHWAY DIVISION
FORM 81-734-3495

CONFIRMATION MEMO

TO Harold Brainerd DATE 2-15-80

We need a new description of the Channel Change Easement as indicated by the new bearing shown on attached drawing.

Rattlesnake, Fields & McClellan Cr. Brs.
Grant County
John Day Highway
Contract No. 8990
F.A.P. No. BRF-88-2(5)

Thank you

SIGNED K. L. Fordice

PLEASE REPLY HERE

TO ______ DATE ______

SIGNED ______

NOTE – INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES. EXTRACTS CARBON: RETAINS TRIPLICATE. RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

8440

STATE COPY

RECEIVED STATE HWY ENGR
11-29
NOV 28 '79
REGION NO. 10
REFER TO
FOR
File
Sign
D/R
R/D
Inves
Info

cc: State (M. S. Coult)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

10 25 79

REPORT NO. 1	COUNTY Grant	DIVISION Oregon
DATE OF INSPECTION 10-23-79	INSPECTION MADE BY David B. Carter, Area Engineer Original Signed by D. B. Carter Area Engr.	PROJECT NO. BRF-88-2(5)

IN COMPANY WITH
Unaccompanied. Discussed with B. Hatcher, Resident Engineer, R. Hector, Region 5 Construction Engineer, OSHD

LOCATION
Mile Point 125.52 (Rattlesnake Creek), Mile Point 144.30 (Fields Creek), and Mile Point 150.54 (McClellan Creek) on the John Day Highway, Grant County, Oregon.

CONTRACTOR NAME AND ADDRESS
Douglas S. Coats Construction, P.O. Box 311, Bend, Oregon 97701

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
7-18-79	$519,717.00	375 Calendar Days	7-30-79	8-21-79
QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED	
Satisfactory	Satisfactory	23	29%	

REMARKS

RATTLESNAKE, FIELDS, AND McCLELLAN CREEK BRIDGES
JOHN DAY HIGHWAY
Grading, Paving, & Structures

This project provides for the replacement of three small bridges and associated approach grading and paving. All three structures will be constructed on essentially the existing alignment.

All three detours have been constructed and are in operation. Some work has been done at all three work sites. At Rattlesnake Creek the old bridge has been partially removed. At Fields Creek the contractor has removed the old bridge, poured one footing and wall, and was excavating for the other footing, and at McClellan Creek the old bridge has been removed, one abutment has been poured and the other abutment was essentially formed and nearly ready to pour concrete.

The footings at Fields Creek are founded in a gravel formation which has large cobbles. This confirms both test holes made at this bridge site.

The signing at the detours were reviewed. The detour signing and traffic control is in substantial compliance with the plans. Several items were noted and brought to the attention of the inspector on the project and later discussed with the Resident Engineer. They included (1) the amber flasher at the West end of the Rattlesnake Creek work area was not oprating, and (2) the existing pavement marksings at the detour points were wearing through at some locations and should be marked out again.

8710

2

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

6-27-79

LETTER OF APPROVAL A /OR AUTHORIZATION

FEDERAL AID PROJECT NO F-88-2(3)

STAT JECT NO. See below

COUNTY NAME Grant

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO

ITEM NO. 80277

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 3 -'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7-3

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 6-13-79	FEDERAL ROUTE NUMBER	Primary 88
		STATE ROUTE NUMBER	Primary 5

GENERAL LOCATION:

McClellan Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change
See Below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of June 13, 1979, I approve the revised preliminary engineering costs to a TEC of $18,000 with Federal participation limited to $15,430.

(Increase TEC $4,000 - Federal Funds $3,430.)

DATE 6-27-79	SIGNATURE OF APPROVING OFFICIAL G. K. Hessner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8449 2

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION 6-22-79

LETTER OF APPROVAL A /OR AUTHORIZATION

FEDERAL AID PROJECT NO. BRF-88-2(5)

STAT JECT NO. See below

COUNTY NAME Grant

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 90190

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 2 - '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7-2

DATE PS & E APPROVED 6-20-79

DATE AUTHORIZATION EFFECTIVE 6-20-79

FEDERAL ROUTE NUMBER Primary 88

STATE ROUTE NUMBER Primary 5

GENERAL LOCATION:
Rattlesnake Creek, Fields Creek & McClellan Creek Bridges

GENERAL DESCRIPTION OF WORK:
Three structures

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

Temp & Perm. Pavement Striping(SF)	$950
Remove Striping (SF)	$1,000
Temp. Erosion Control	$ 100

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.
Mr. Swan's 6-18-79 request and certifying statements are accepted.
PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $626,046 Federal Funds $500,836.

A signed copy of the Title Sheet is returned herewith.

DATE 6-20-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8990

2

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 30, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center St N E
Salem OR 97301

Your File
HBR-OR

Rattlesnake Creek Bridge (Br. 16319)
McClellan Creek Bridge (Br. 1043A)
John Day Highway
Grant County

The comments in your letter of May 14, 1979 have been reviewed.

On the Rattlesnake Creek Bridge a notation will be placed on the hydraulic data chart that the bridge is designed for a flash flood with a discharge of 1800 cfs.

The special provisions will require the riprap on the channel bottom at McClellan Creek Bridge be platted or grid rolled to a smoothness satisfactory to the engineer.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Asst. Bridge Engineer

JMT:dh

cc E. S. Hunter

NOTED
[illegible] W. TINDALL

RECEIVED
TECHNICAL SERVICES
MAY 30 79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form FHWA 121 (Rev. 5-73)

8795

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: May 14, 1979

In reply refer to: HBR-OR

SUBJECT: Oregon Project F-88-2(3)
Rattlesnake & Fields Creek Bridges
McLellan Bridge Section
Grant County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Mr. Hart's letter of April 23, 1979 gave us comments in answer to our letter of April 16, 1979. We feel the flow shown on the plans and your bridge proposals are not compatible as you state in your hydraulic report. If you feel that the drainage area should possibly utilize Zone II rather than Zone I in your hydraulic manual (this is verified to some degree by the farmer's comment at Rattlesnake Creek), the hydraulic data tables on the plans should be changed. (Rattlesnake Creek drainage area appears to us to be about 12 sq. miles.)

On McLellan Creek you have missed our point in the riprap application. The existing maintenance riprap downstream appears to us to induce sediment under the bridge. Smoothing up the channel with plated riprap at a specific grade which would transport sediment and would assist in reducing sediment removal under the structure. Will this type of installation be acceptable downstream?

for G. L. Green

cc:
OSHD (W J Hart)

RECEIVED
STATE HWY ENGR
MAY 17 '79
REFER TO
Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					☒	

5-21
orig to

R

8990 2

4/27/78

NOTED
E. S. HUNTER

SBR Proj's that can be contracted by Sept. 78 in addition to the scheduled projects - Millican Cr. $600,000 & 2nd St. La Grande $1,600,000.

Priority #

1. Wallusk: R. Br. $1,100,000
   Field work complete
   R/W desc. - complete
   With some effort should be able to clear R/W
   Coast Guard permit applied for - No problems will receive before Sept.
   Bridge design hasn't started, we can get this if we know it is a viable proj. for Sept.

2 Sager Cr. and Kale Cr.
   Nehalem Hwy. $550,000
   Survey complete
   3 months for R/W & design

3. Rattlesnake Cr., Field Cr. and
   Bone Cr. Brs.
   John Day Hwy. $280,000

Surveys complete
3-4 monthes for R/W and design

4. Geary Canal Br.
1 month on survey
No R/W
3 monthes design #460,000

5. N. & S. Fork Coyote Cr. Brs. #270,000
Survey completed
R/W without improvements
required 4 monthes
Design 3 monthes

6. Whitewater Cr. Br. #600,000
Plans complete - PSE June
(This is not a high
priority replacement)

cc Herb Schell
Walt Hart.

Info given Schell by telephone 4-28-78
ESH.
4-28-78

8990

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 23, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P O Box 300
Salem OR 97308

Rattlesnake Cr. Br., 16319
Field Cr. Br., 1046A
McClellan Cr. Br., 1043A
John Day Highway
Grant County

Your File
HBR-OR

We have studied your memorandum of April 16, 1979 and have the following comments.

Rattlesnake Creek Bridge - The existing channel shows no evidence of a problem and riprap is not considered necessary.

Fields Creek Bridge - A culvert in this area of the state is too restrictive and is not advisable. At this site there is not enough headroom for a culvert large enough to carry the anticipated flows.

McClellan Creek Bridge - The upstream riprap has been removed from the plans. The riprap under the bridge is to protect against scour. A culvert was not considered at this site because of the problem of cleaning it.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

cc E. S. Hunter

RECEIVED
TECHNICAL SERVICES
APR 23'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project F-88-2(3)
Rattlesnake & Fields Creek Bridges
McLellan Bridge Section
Grant County

DATE: April 16, 1979

In reply refer to: HBR-OR

RECEIVED
TECHNICAL SERVICES
APR 1 [illegible] 79
REFER TO
FOR
File ☐
Act ☐
Sign ☐
D/R ☐
R/D ☐
Inves ☐
Info ☐

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

We have reviewed the above structures submitted to us by memorandum of March 28, 1979 signed by John M. Tindall, Supervisory Design Structural Engineer. We have the following comments for your consideration on each bridge:

Rattlesnake Creek Bridge, #16139

The selection of a bridge for this site appears to be the correct solution. However, we offer for your consideration the possible use of a plated riprap channel under the structure. With careful grading this channel would encourage higher stream velocities during storm flows and enable the transference of sediments. We feel that during peak flood conditions ~~that~~ the stream could have considerable sediment. The discharge of 300 second feet does not appear to be consistent with the adjacent property owner's comments. It appears to us that upwards of three times this flow is closer to the value. This high volume flow must be the flash flood conditions that were explained in the hydraulics report. Please consider this alternate.

Fields Creek Bridge, #1046A

This structure is located in the established channel. Because of the flow, which appears to be less than 500 second feet for the 100-year flood, a culvert might suffice. For an extreme overflow condition it might be possible to continue to use the existing 72-inch corrugated metal pipe. Photos indicate that the bridge at this time is partially obstructed and therefore a culvert consideration might be a viable alternate. Please study this proposal.

McLellan Creek Bridge, #1043A

This structure does appear to have a considerable sediment problem. The proposal in the hydraulic report does not appear to resolve the sediment problem permanently. When the channel is filled we question how it will be cleaned (by hand shovel?). Large riprap on the downstream side of the structure does break up the flow but appears detrimental to us because of the channel siltation problem under the bridge. It retards the peak flow and could cause the sediment to drop. It would seem appropriate to tone down the effectiveness of this riprap (use less) and use this reduction of riprap to increase the channel grade and encourage the passage of any sediment that the stream might be carrying. This is another structure that is carrying very little flow and if some logical solution can be initiated to eliminate siltation perhaps a culvert might be a consideration. Please review this site with these comments in mind.

We would appreciate your answers to the considerations mentioned above before finally approving these structure sites.

Original Signed by
H. A. Schell
Division Bridge Engr.
G. L. Green

cc:
OSHD (E S Hunter)

8990

TELEPHONE MEMO

Date 4-9-79

Received Call From

Made Call To Brent Forsberg F.&W.

Re: McClellan Cr. Ch.Ch. & My letter of 3-21-79.

Brent said they had no objection to ch.ch. as there are presently no Fish in the area. He said it would be nice to have a channel that provided fish passage if it could be obtained easily - if not forget-it. Conversation w/Larry indicates stream area changes so fast that any special treatment to the channel would soon be lost. Brent advised 4-11-79

Donald L. Kraut
Signature

8990

BU ~~3-28-79~~ 8
~~4-12-79~~

March 21, 1979

Dept. of Fish and Wildlife
Environmental Management Section
506 SW Mill Street
Portland, Oregon 97201

Attention: Jim Lauman

Dear Jim:

Re: Rattlesnake Cr., Fields Cr. &
McClellan Cr. Bridges Section
John Day Highway
Grant County

In the very near future we will be applying to the Division of State Lands for a Removal/Fill Permit to construct the above bridges. McClellan Creek Bridge includes a proposed channel change.

We are sending the attached plans and hydraulic report to you so you may have a chance to review this proposal prior to your input to Division of State Lands. We would be pleased to have your comments on this channel change when you have had a chance to review this proposal.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Final Project Development Coordinator

DLT:ab
Attachments

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January 9, 1979

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: McClellan Creek Bridge
M.P. 150.54 John Day Hwy.
Grant County

TO: MEMO TO THE FILES

The proposed project will replace an existing 78-foot long, 4-span timber structure on the same alignment.

HYDROLOGY

McClellan Creek is a south-north tributary of the John Day River and drains a 6.7 square mile area above the proposed bridge site. No stream gage data was available for this creek so the frequency vs discharge relationship was determined from the John Day River Basin (Zone 1) chart contained in the OSHD Hydraulics Manual. This information is listed below.

Recurrence Interval	Peak Discharge
100-year	210 cfs
50-year	190 cfs
25-year	165 cfs
10-year	140 cfs
5-year	115 cfs

Maintenance personnel could recall the creek overflowing at least four times in the last 20 years. The flooding resulted from warm rain and/or wind on a snow pack. No one could recall any significant thunder shower activity. When the creek overflows the excess water follows the west ditch on the south side of the highway about 1500-feet before flowing over the highway, near a barn on the north side of the highway. Each time, the shoulders were washed out and the shoulder rock deposited in the barnyard.

HYDRAULIC DESIGN

The possibility of replacing the existing bridge with a culvert was investigated. Information provided by Harry Oswald, District 12 Engineer, indicates this is a poor location for a culvert. During a high runoff the creek carries a considerable gravel load which could plug a culvert. From a maintenance standpoint, a bridge is the most desirable structure type for this location.

A channel change is suggested for this project which will increase the clearance from channel bottom to the bottom of bridge beams. This should eliminate the existing overflow pattern of the creek in the vicinity of the bridge. It is suggested that the channel have a

20-foot bottom with 2:1 side slopes. It is also suggested that the channel have a "stepped" profile as shown on the attached sketch. Stepping the bottom profile will serve two purposes. First, it will eliminate the need to riprap the entire channel change section and, second, it will check any head cutting which may develop in the channel. The steps should be spaced at 70-foot intervals with 1.5-feet of fall at each step. The stream bottom and side slopes should be protected for a distance of 15-feet below each step with either a 3-foot blanket of Class 700 loose riprap or a Gabion mat. It is also suggested that the channel side slopes be riprapped beneath the structure with Class 700 loose riprap.

With vertical abutments, a structure length of approximately 50-feet will be required to span the channel change. The 50-year flood of 190cfs was chosen as the design flood.

DWB:lt

cc: F. Terpin
W. Hart
J. Davis
W. Schwartz
D. Christensen
G. Potter

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs / m³/s	190	210	—
Frequency - yrs.	50	100	—
H.W. Elevation Natural Channel ft. / m.	—	—	—
H.W. Elevation Channel Change ft. / m.	2781.0	2781.1	—
Average Velocity fps / mps	6-7	6-7	—

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

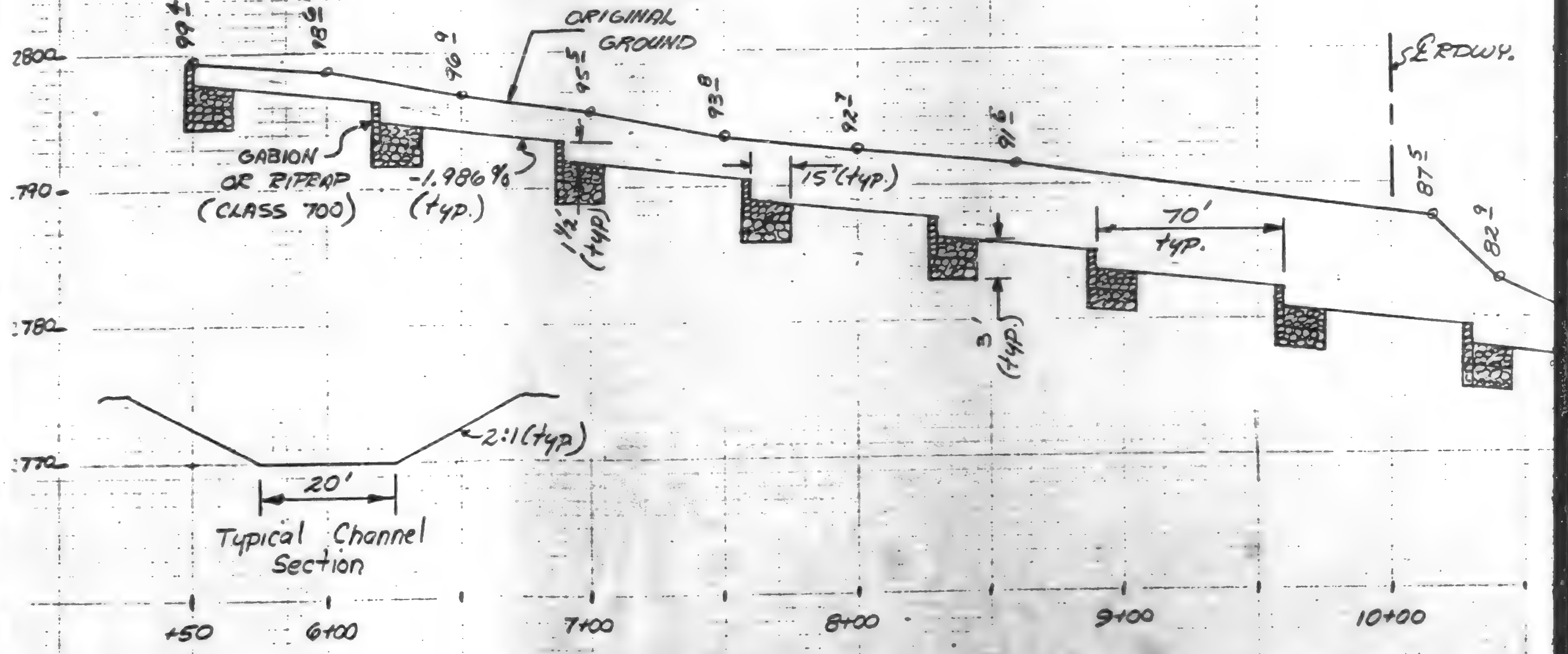
OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

McClellan Creek Bridge
John Day Highway, M.P. 150.54
Grant County

COMPILED BY: Dave Bryson

DATE: January 9, 1979

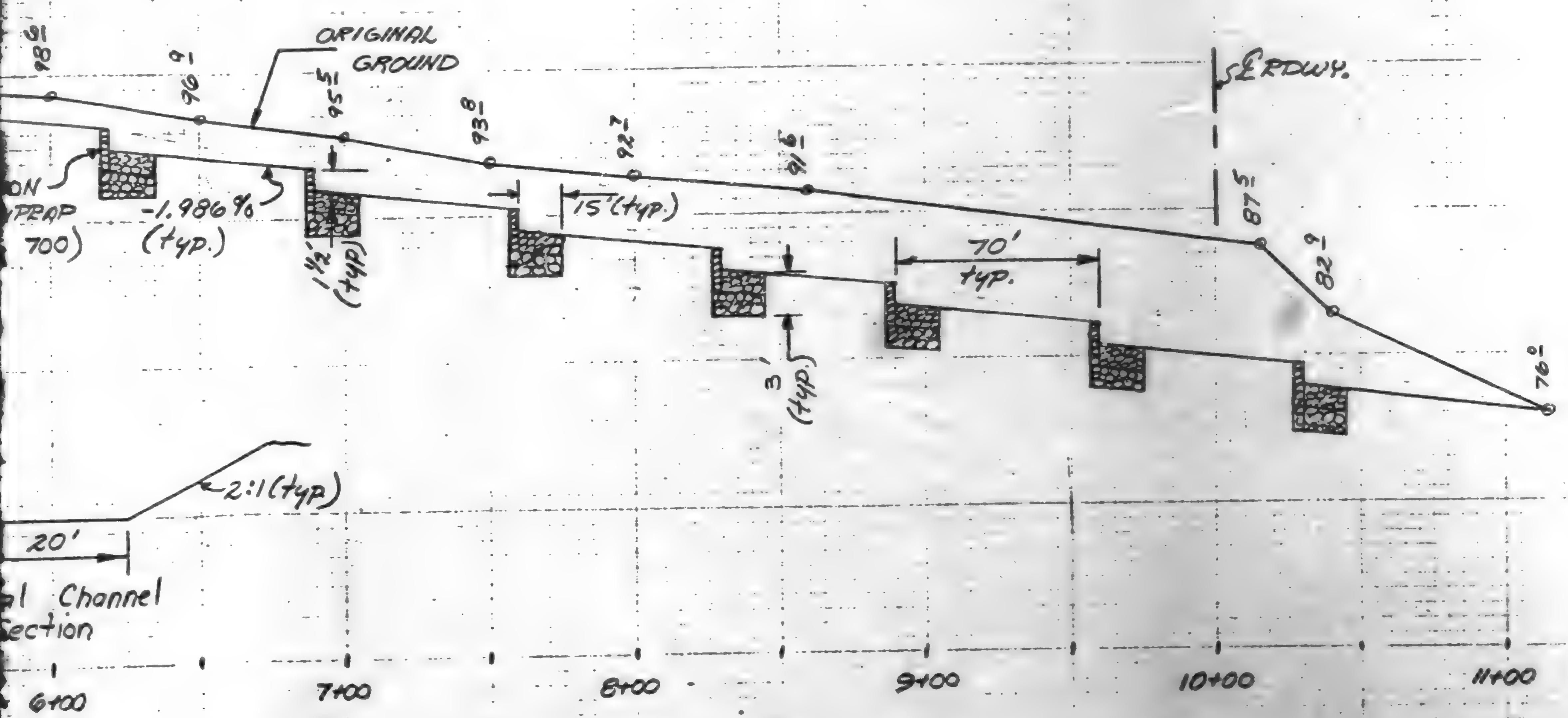
McClello
M.P. 150
Grant



2800
790
780
770
99.4'
98.0
96.9
95.5
93.8
92.7
91.6
87.5
82.9
ORIGINAL GROUND
S.E. RDWY.
GABION OR RIPRAP (CLASS 700)
-1.986% (typ.)
1½' (typ)
15' (typ.)
70' typ.
3' (typ.)
2:1 (typ)
20'
Typical Channel Section
+50
6+00
7+00
8+00
9+00
10+00

— PROPOSED CHANNEL CHANGE —

McClellan Creek
M.P. 150.54 John Day Hwy.
Grant County


ORIGINAL GROUND
98^{6}
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ON
PRAP
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-1.986 % (typ.)
1½' (typ.)
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3' (typ.)
70' typ.
℄ RDWY.
2:1 (typ.)
20'
al Channel
Section
6+00
7+00
8+00
9+00
10+00
11+00

— PROPOSED CHANNEL CHANGE —

c390 3-16-79 2

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AI /OR AUTHORIZATION

FEDERAL AID PROJECT NO. BRF-88-2(4)

STATE JECT NO. See below

COUNTY NAME Grant

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90141

RECEIVED
STATE HWY ENGR
MAR 22 '79
REFER TO Stackhouse gh
FOR

Info	Inves.	R/D	D·R	Sign	Act	File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-16-79

FEDERAL ROUTE NUMBER Primary 88

STATE ROUTE NUMBER Primary 5

GENERAL LOCATION:

Fields Creek and McClellan Creek Bridges

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of March 5, 1979, you are now authorized to proceed with the actual acquisition of temporary and permanent easements for the subject project as outlined in red on R/W Maps 7B-20-5 and 7B-20-6 for a TEC of $1,600 with Federal Funds limited to $1,280. Federal participation is limited to that right of way actually incorporated in the final location.

DATE 3-16-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

8990

2

March 5, 1979

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Finance Approval

On the Consent Calendar for the March 27 meeting will be a request for approval of a Special Bridge Replacement project. This project is not on the Six-Year Program.

The deteriorated wooden bridge over Field Creek on the John Day Highway in Grant County needs to be replaced. It is desired to let bids on this project and two other SBRP projects in June. The estimated cost of this project is $100,000 with Federal participation of $80,000 and State matching funds of $20,000.

This project has been investigated and is eligible for funding under the Special Bridge Replacement Program. I recommend your approval of the project and request authorization to sign the project agreement for and on your behalf.

bc: F. B. Klaboe
C. W. Head
L. W. Rulien
E. S. Hunter
C. T. Keasey
D. H. Moehring
R. L. Schroeder
W. J. Hart
J. H. Versteeg
F. E. Terpin
V. E. Skoog
W. E. Schwartz
George Bell

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

Date: March 5, 1979

A. IDENTIFICATION:

Proposed Section: Field Creek Bridge
Region: 5
Highway: John Day
St. Hwy. No. 5 M.P. 144.3 to M.P. ____ Length: .1
County(s): Grant
(Attach Sketch Map)
Recommended Construction Date: June 1979
Proposed 6 YP FY 79
Method of Doing Work: Contract Yes
St. Force ____
Other ____

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: Special Bridge Replacement Program

FAI ☐ , FAP ☐ , FAS ☐ , ST. CONST. ☐ , OTHER ☒ SBRP

C. ROADWAY & TRAFFIC

	Width: No. Lanes	Width: Pvmt.	Width: Shldrs.	Width: Walks	Structures: No.	Structures: Tot. Lng.	Extg. Traffic (Year 1979): ADT	Extg. Traffic (Year 1979): Service Level	Proj. Traffic (Year 1999): ADT	Proj. Traffic (Year 1999): Service Level
Existing Facility:	2	30			1	31'	900		1350	
Proposed Facility:	2	32			1	31'				

D. DEFINE THE PROBLEM: Deteriorated Wooden Bridge

E. PROPOSED SOLUTION: Replace with prestressed concrete slab-span structure

F. REASON FOR REQUEST AT THIS TIME: Poor condition of existing bridge and desirability of contracting with two other SBRP projects.

G. COST ESTIMATE

Roadway Work	$ -0-
R/W (Approx: No. of Parcels 1, Acres ____, Any Reloc. ____).	400
Structures	97,600
Other (Define)	-0-
Preliminary Engineering (By Whom) State	2,000
TOTAL	$ 100,000

H. REQUESTED BY: D. H. Moehring
Region Engineer or Section Head

Approval/Disapproval 3/6/79
State Highway Engineer Date

Approval/Disapproval 3/8/79
Asst. Director for Operations Date

Remarks & Action Taken:

3/29/79 cc to Swan

Oregon Transportation Commission

Approval Date March 27, 1979

Form 734-1386 (3-78)

PROJECT REQUEST FORM

General Instructions

Use this Project Request form for all State Highway System projects (Except Title II and nonchanged projects from approved 6 Year Program).

Submit 1 copy through State Highway Engineer to Project Management to confirm project financing and to coordinate followup activities.

The Office of Project Management will:

1. Circulate the request through the appropriate design engineers if necessary to confirm project financing.
2. Maintain project request file and initiate designated administrative action.
3. Advise involved Section and Region Engineers of approval or denial of request.

Special Instructions (Items A through H)

A,B,C. Self-explanatory.

D. Describe in detail facility and history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

E. Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement etc. Exact dimensions are not required.

F. Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

G. This should be programming estimate similar to windshield or field-type reconnaissance using 40 percent additive.

H. This section to be completed by Salem office during project review and prioritizing efforts, except for Region Engineers signature.

COMMENTS:

7990

2

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 27, 1979

Commander
U. S. Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle, Washington 98174

NOTED
E. S. HUNT

McClellan Creek Bridge
John Day Highway (US 26)
Grant County
Navigability

Your letter of January 10, 1979 addressed the subject of navigability for the McClellan Creek Bridge and included a questionnaire entitled, "Factual Characteristics for Navigable Determinations." The questionnaire has been completed and is attached.

Also attached are four photographs of the Creek at the bridge site. The photos were taken in February, 1978. During the summer months, the creek dries up completely.

This is another one of the many small streams in Oregon which are a part of our beautiful scenery, but are certainly not navigable and should not be so classified.

Walter J. Hart
Bridge Engineer

R. W. Ellison
Assistant Bridge Engineer

RECEIVED
TECHNICAL SERVICES
FEB 27'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Enclosures

cc: ✓E. S. Hunter
D. H. Moehring
Gary Potter
W. E. Schwartz

8990 **STATE OF OREGON** **INTEROFFICE MEMO** 2

February 27, 1978

TO:
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)

George Bell
Surfacing Design - Lab Bldg.
Region 5 : W. E. Schwartz
District 12 : H. W. Oswald
Region 5 Geologist: Vernal Moore
Gerald Wimer (1)
B. L. Gifford

D.H. Moehring by D.U.

FROM: D. H. Moehring, Manager
Office of Project Management

NOTED
E. S. HUNTER

SUBJECT: PROJECT ASSESSMENT
Field Creek Bridge
John Day Highway
Grant County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Non-major action.

BLG:dpy

Attachment

cc: E. S. Hunter

RECEIVED
TECHNICAL SERVICES
MAR 7 '78
REFER TO
FOR

Info	Immed	R/D	D/R	Sign	Act	File

81-125-1207

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 10, 1978

In reply refer to: HB.4-OR

SUBJECT: Oregon Project No. BRF-88-2(-)
Field Creek Bridge
John Day Highway
Grant County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Mgr, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Moehring's January 6, 1978, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer

G. L. Green

CC: [illegible]
ODOT (Moehring, Mgr, Proj Mgmt)
OSHD (Reg 5, Env)

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☑ OPE ☐
FEB 21 1978
Files: PM FA
TAA ______ LG OP

BEN GIFFORD

OREGON STATE HIGHWAY DIVIS
PROJECT ASSESSMENT
(Or Request)

CATEGORY 3 PROJECT

NON-MAJOR

BRF-88-2(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date January 5, 1978

Section Field Creek Bridge

Unit (if appl)

County Grant

City

Highway John Day

State Hwy. No. 5

Termini: M.P.(if appl) M.P. 144.3

Length Approx. 18 - 20' bridge

Region 5

Construction Estimate
Program Amount

B. Purpose of Project: To replace a deteriorated wooden bridge with a new pre-stressed concrete, slab-span bridge.

C. Origin & History of Project: The poor condition of the bridge was cited in a report submitted by the Region 5 Bridge Inspector.

D. General Description of Project: The proposed project consists of replacing the 18-foot timber structure bridge with an 18 to 20-foot prestressed concrete slab-span structure. The present 30-foot bridge width would be widened about two feet.

Alignment: New ______ Existing XX Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT 750 ; Projected ADT ____; Yr. 1975

Existing Level of Service ______

Proposed Facility: Projected ADT ______; Yr. ______

Projected Level of Service ______

Right of Way: Additional anticipated None ; if yes, give approx. No. Parcels________
Yes, No

Acres_______; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any: Existing materials sources would be utilized as necessary.

Type of Structure(s):
Note project description.

Brief Description of River or Stream and Type of Involvement, if any: Fields Creek is a perennial tributary of the John Day River. It is considered to be a good spawning stream for steelhead. State Game Commission suggests an in-stream construction period of August 1 to September 15. Care should be taken to keep unhardened cement out of the water.

Local City, County or COG priorities of project:

N.A.

FHWA and/or OSHD approvals given, if any:

Pending.

Location or Design Alternatives (identify and describe): Scope of project is limited. No alternatives have been considered.

Other Descriptive Information or Comments:
The proposed project would have little or no adverse impact on physical and socio-economic environments.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project is located in the semi-arid John Day Valley. Natural vegetation is characterized by juniper-bunch grass associations. Steep hillsides are spotted with juniper. Willow, poplars and cottonwood are common along the stream courses. Fields Creek originates in mountain snowfields about 15 miles south of the project area. Spring run-off is generally good; large numbers of steelhead spawn above the bridge. The stream also supports native cut-throat and rainbow trout. By mid-August, stream flow is quite low, becoming intermittent near the confluence of the John Day River. Brush along the creek provides a habitat for quail and browse for deer.

2. Cultural: The project area is decidedly rural. Most stream benches are utilized for agriculture. Fields Creek is heavily committed to irrigation. Grant County's principal income is derived from farming, ranching, timber and recreation. An ADT of 610 vehicles does not reflect the heavy industrial traffic using this portion of the John Day Highway. Despite this use, environmental quality is high. Population is dispersed over the valley with concentrations only within incorporated communities.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No new right-of-way.

2. Estimated Impact on Traffic Patterns:

Temporary inconvenience.

Consequences--Air Quality, Noise, Safety, etc.:

N.A.

3. Estimated Impact on Land Use:

None

Consequences:

N.A.

4. Expected Impact on Natural Ecological Resources:

No significant impacts have been identified.

Consequences:

N.A.

5. Expected Impact on Cultural and Scenic Resources:

A cultural resource survey may be required if replacement is not on present alignment or if stage construction without a bypass is not used.

Consequences:

N.A.

6. Preliminary Identification of Areas of Critical Concern:

No areas of critical concern have been identified.

7. Potential for Controversial Issues:

None identified

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards
Replacement on existing alignment will not change traffic noise parameters. An FHPM 7-7-3 noise report will not be required.

c. Water Quality Standards

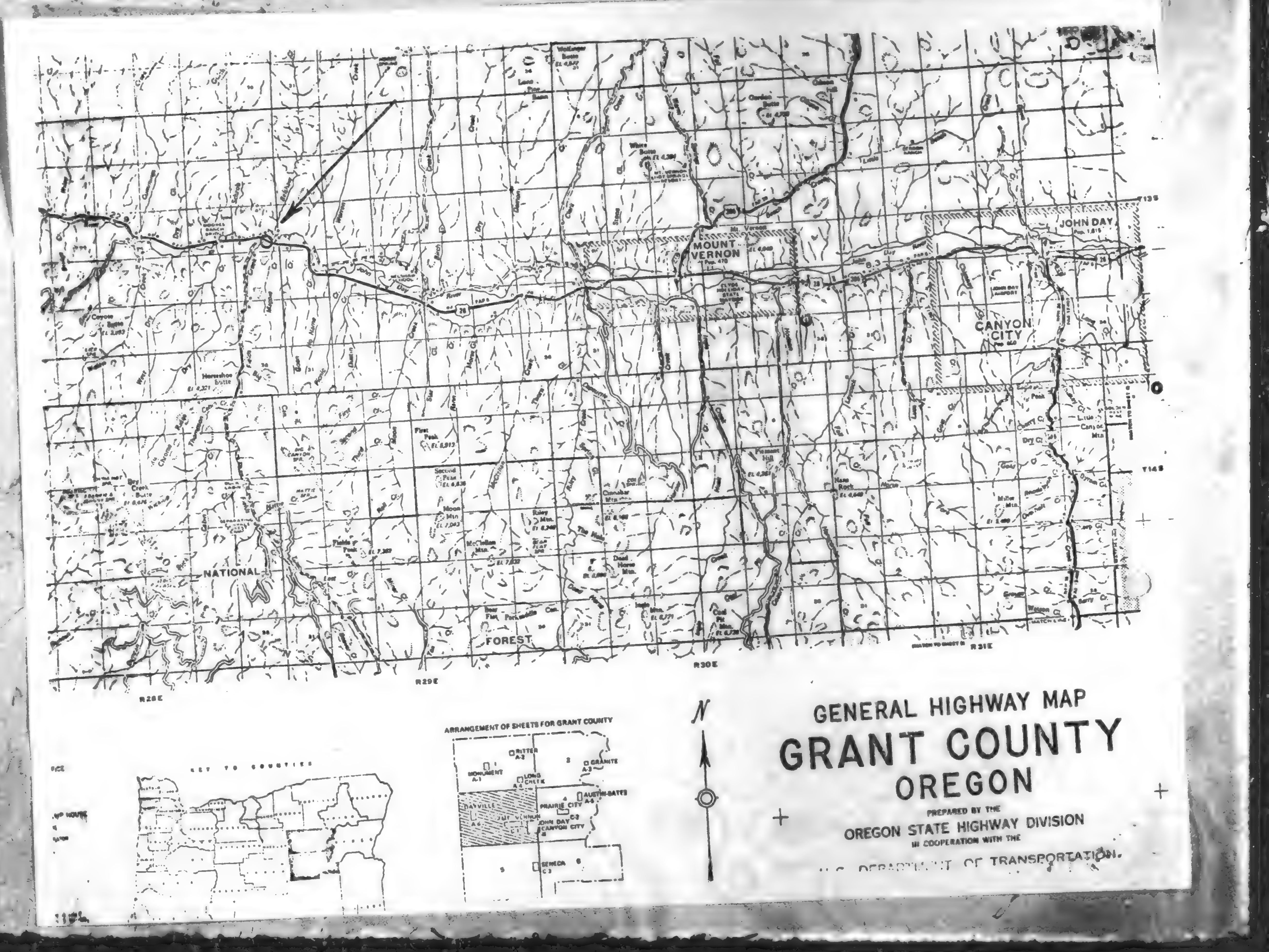
d. Area Land Use and Transportation Plans, and Zoning
Proposal is consistent with environmental standards and Grant County's Comprehensive Plan.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_XX_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Project is of limited scope. No additional right-of-way is required. No controversial impacts are associated with the proposal.

D. Recommended Project Category: ____ 1 ____ 2 _XX_ 3 ____ 4


MOUNT VERNON
CANYON CITY
JOHN DAY
NATIONAL
FOREST
T13S
T14S
R28E
R29E
R30E
R31E
N
KEY TO COUNTIES
ARRANGEMENT OF SHEETS FOR GRANT COUNTY
MONUMENT A-1
RITTER A-2
LONG CREEK A-2
GRANITE A-3
PRAIRIE CITY
AUSTIN-BATES
DAYVILLE
MT. VERNON
JOHN DAY
CANYON CITY
SENECA C-2

GENERAL HIGHWAY MAP

GRANT COUNTY

OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION.

8990

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 23, 1979

FILE:

David W. Bryson

FROM: David W. Bryson
Asst. Hydraulics Engineer

TO: MEMO TO THE FILES

SUBJECT: Fields Creek Bridge
M.P. 144.3 John Day Hwy.
Grant County

The proposed project will replace an existing 17-foot single span timber structure on the same alignment.

Hydrology

Fields Creek is a south-north tributary of the John Day River and drains an area of approximately 21.2 square miles above the proposed bridge site. Ten years of stream gage data are available from gage number 14-0389 located approximately three miles upstream. The frequency vs discharge relationship for the bridge site is listed below based on a statistical analysis of the gage data using a Log-Pearson Type III distribution. These values are adjusted to reflect the difference in drainage area between the gage and the bridge.

Recurrence Interval	Peak Flow
100-year	475 cfs
50-year	385 cfs
25-year	310 cfs
10-year	215 cfs
5-year	155 cfs

Highwater during the December 1964 flood was established during the location survey to be at elevation 2628.4 feet (MSL). Peak discharge during this flood was estimated to be 760 cfs from estimated channel properties and the highwater mark. This flood has a recurrence interval well above 100 years. A more exact recurrence interval was not determined for this flood as only 10 years of gaging records were available and the value obtained would not be that confident.

Information provided by the Maintenance Section foreman revealed that Fields Creek is not subject to flash flooding. Also, in the 25 years he has been in the area, he has never seen any roadway overflow.

Hydraulic Design

The 50-year flood of 385 cfs was chosen as the design flood. The estimated highwater elevation for this flood is 2627.0 feet (MSL).

REFERRED TO
Beard Staudenmayer
Cole Sample
Eriksen Watson DW
Heger Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Christensen Dac
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
FEB 26 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

A single span structure on vertical abutments with a 20-foot clear opening was investigated and found to be adequate. During the design flood the backwater created by this structure is negligible and during a flood of the magnitude of the 1964 flood, approximately 0.5 feet of backwater will be created.

No hydraulic problems are anticipated with the elimination of an existing 72-inch CMP about 60 feet westerly of the bridge which acts as a minor overflow structure.

Riprap

It is suggested that the abutments be protected with Class 50 loose riprap placed in a toe trench around the perimeter of each abutment.

DWB:lt

cc: F. Terpin
W. Hart
J. Davis
D. Christensen
W. Schwartz

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs	385	475	760
Discharge - m³/s			
Frequency - yrs.	50	100	100+
H.W. Elevation Natural Channel ft.	2627.0	2627.3	2628.4
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.	——	——	——
H.W. Elevation Channel Change m.			
Average Velocity - fps	8.0	8.7	10.0
Average Velocity - mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Fields Creek Bridge
M.P. 144.3, John Day Highway
Grant County

COMPILED BY: *Dave Bryson*

DATE: *February 23, 1979*

8990 5

HIGHWAY DIVISION 378-6558

February 20, 1979

J. B. Boyd
Right of Way Manager

J. H. Versteeg
Road Design Engineer

File 30505
Fields Creek Bridge Section
John Day Highway
Grant County

Attached is an authorization, description, and prints for a detour easement required for subject project scheduled for June 28, 1979.

By: R

Robert R. Rounds
R/W Desc. Supervisor

RRR:cj
Attachments

RECEIVED
FEB 20 1979
ENGINEERING SECTION

____Versteeg________
____Christensen________
____George________
____Green________
____Turpin________
____Sullivan________
____Scott________
____Anderson________

____Trout________
____
____
Do Not File ☐
Return To________
Bring Up____/____/____
Action________
____

8990 2

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

Memorandum

DATE: February 6, 1978

In reply refer to: HB.4-OR

SUBJECT: Oregon Project No. BRF-88-2(-)
Rattlesnake Creek Bridge
John Day Highway
Grant County
Project Assessment

FROM : G. L. Green, Division Administrator

EK

TO : Mr. Gary A. Potter, Manager, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Moehring's January 6, 1978 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer

G. L. Green

CC:
ODOT (Hunter, Mgr, Tech Svcs Br)
ODOT (Moehring, Mgr, Proj Mgmt)
OSHD (J. Kennedy, Reg 5, Env)

RECEIVED
TECHNICAL SERVICES

FEB 8'78

REFER TO

FOR

Info	Invsc	R/D	D/R	Sign	Act	File

6992

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: McClellan Creek Bridge GRANT

DATE: January 30, 1979

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
FEB - 2 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

2-1-79 copies sent to:
G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Paul Burket, Aeronautics
W. E. Schwartz, Region 5
H. W. Oswald, District 12
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7901 090

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD

12-29-78

NOTED
H.S. COULTER

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7901 2 090 Due Date: JAN 26 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

(x) Please coordinate the implementation of the proposal with us.

(x) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

See attached comments

Agency Fish & Wildlife By
ENVIRONMENTAL MANAGEMENT SECTION 1/25/79

PNRS 7901-2-090

The Oregon Department of Fish and Wildlife has no objections to the McClellan Creek Bridge Replacement Project in Grant County providing the following conditions are observed during construction:

1. Work is confined to the low flow period of July 15 to September 15.

2. Adequate measures are taken to minimize turbidities which could arise from construction.

3. No pollutants of any type are allowed to enter the waterway.

4. Soils disturbed by the project are stabilized and revegetated.

5. All project debris is removed from the stream.

6. Please coordinate the planning and implementation of this project with our District Fish and Wildlife Biologists. They are Errol Claire (Fish) and Ralph Denney (Wildlife). Their office phone number is John Day, 575-1167.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
JAN 9 1979
DIVISION OF STATE LANDS

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7901 2 090 Due Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By ____________

8970 5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 9, 1979

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: McClellan Creek Bridge
M.P. 150.54 John Day Hwy.
Grant County

TO: MEMO TO THE FILES

The proposed project will replace an existing 78-foot long, 4-span timber structure on the same alignment.

HYDROLOGY

McClellan Creek is a south-north tributary of the John Day River and drains a 6.7 square mile area above the proposed bridge site. No stream gage data was available for this creek so the frequency vs discharge relationship was determined from the John Day River Basin (Zone 1) chart contained in the OSHD Hydraulics Manual. This information is listed below.

Recurrence Interval	Peak Discharge
100-year	210 cfs
50-year	190 cfs
25-year	165 cfs
10-year	140 cfs
5-year	115 cfs

Maintenance personnel could recall the creek overflowing at least four times in the last 20 years. The flooding resulted from warm rain and/or wind on a snow pack. No one could recall any significant thunder shower activity. When the creek overflows the excess water follows the west ditch on the south side of the highway about 1500-feet before flowing over the highway, near a barn on the north side of the highway. Each time, the shoulders were washed out and the shoulder rock deposited in the barnyard.

HYDRAULIC DESIGN

The possibility of replacing the existing bridge with a culvert was investigated. Information provided by Harry Oswald, District 12 Engineer, indicates this is a poor location for a culvert. During a high runoff the creek carries a considerable gravel load which could plug a culvert. From a maintenance standpoint, a bridge is the most desirable structure type for this location.

A channel change is suggested for this project which will increase the clearance from channel bottom to the bottom of bridge beams. This should eliminate the existing overflow pattern of the creek in the vicinity of the bridge. It is suggested that the channel have a

20-foot bottom with 2:1 side slopes. It is also suggested that the channel have a "stepped" profile as shown on the attached sketch. Stepping the bottom profile will serve two purposes. First, it will eliminate the need to riprap the entire channel change section and, second, it will check any head cutting which may develop in the channel. The steps should be spaced at 70-foot intervals with 1.5-feet of fall at each step. The stream bottom and side slopes should be protected for a distance of 15-feet below each step with either a 3-foot blanket of Class 700 loose riprap or a Gabion mat. It is also suggested that the channel side slopes be riprapped beneath the structure with Class 700 loose riprap.

With vertical abutments, a structure length of approximately 50-feet will be required to span the channel change. The 50-year flood of 190cfs was chosen as the design flood.

DWB:lt

cc: F. Terpin
W. Hart
J. Davis
W. Schwartz
D. Christensen
G. Potter

REFERRED TO
Beard
Stoudenmeyer
✓ Cole WEC
Sample
Erikson
Watson
Hager
Dorn
Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
JAN 10 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs / m³/s	190	210	—
Frequency - yrs.	50	100	—
H.W. Elevation Natural Channel ft. / m.	—	—	—
H.W. Elevation Channel Change ft. / m.	2781.0	2781.1	—
Average Velocity - fps / mps	6-7	6-7	—

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION

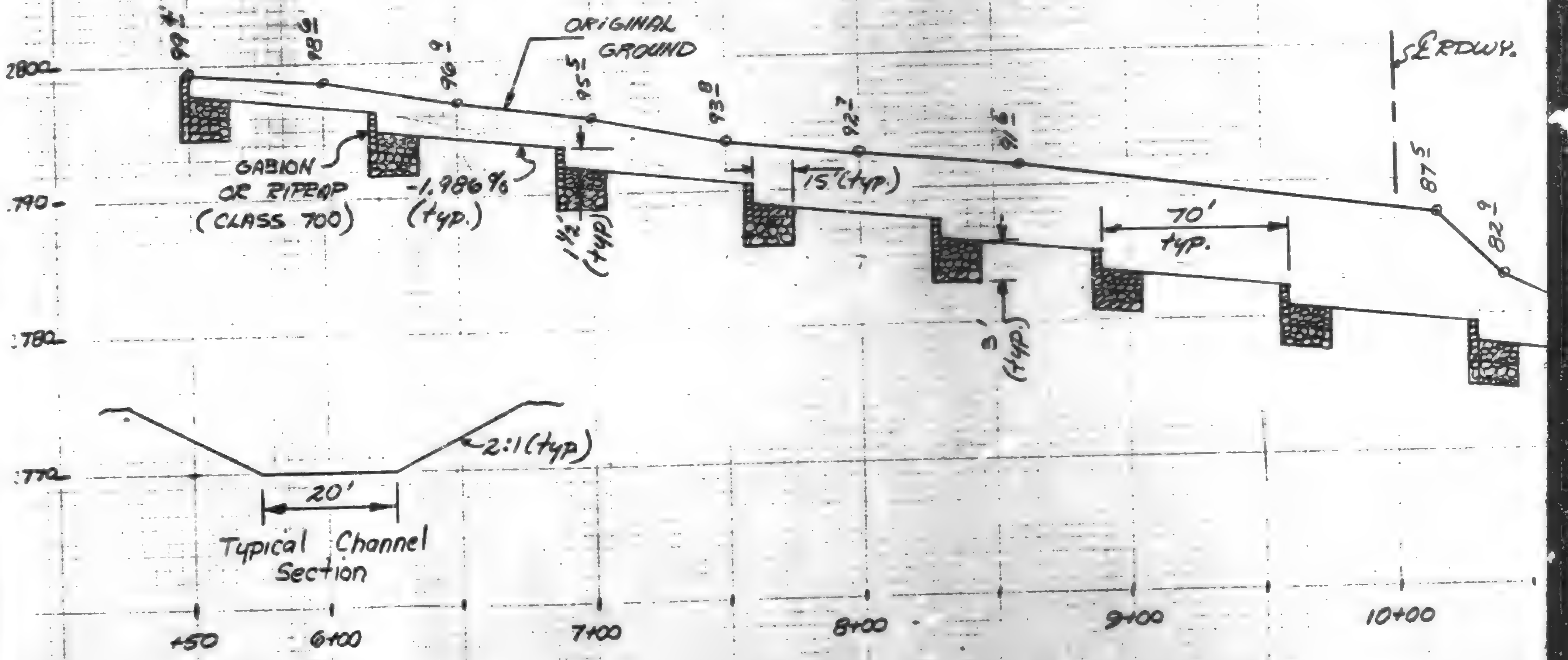
HYDRAULICS UNIT

McClellan Creek Bridge
John Day Highway, M.P. 150.54
Grant County

COMPILED BY: Dave Bryson

DATE: January 9, 1979

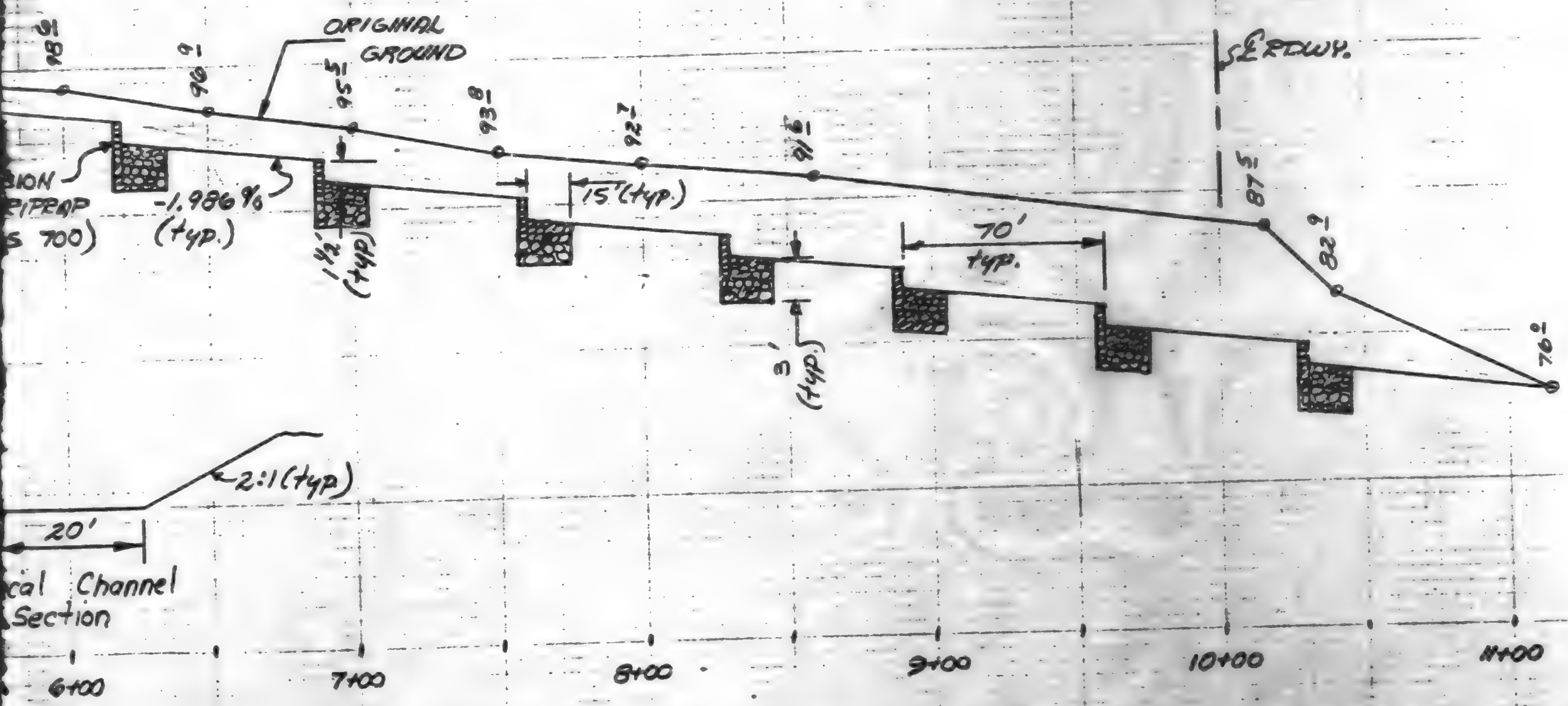
McClell
M.P. 15
Grant



2800
2790
2780
2770
99 ±'
98 91
96 9
95 5
93 8
92 7
91 6
87 5
82 9
ORIGINAL GROUND
SE RDWY.
GABION OR RIPRAP (CLASS 700)
-1.986% (typ.)
1½' (typ)
15' (typ.)
3' (typ.)
70' typ.
2:1 (typ)
20'
Typical Channel Section
+50
6+00
7+00
8+00
9+00
10+00

— PROPOSED CHANNEL CHANGE —

McClellan Creek
M.P. 150.54 John Day Hwy.
Grant County


ORIGINAL GROUND
98.9
96.9
95.5
93.8
92.7
91.6
87.5
82.9
76.0
℄ RDWY.
BION
RIPRAP
S 700)
-1.986%
(typ.)
1½'
(typ)
15' (typ.)
70'
typ.
3'
(typ)
2:1 (typ)
20'
cal Channel
Section
6+00
7+00
8+00
9+00
10+00
11+00

— PROPOSED CHANNEL CHANGE —

8990 2

(#2)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 29, 1978

TO: Executive Department
Federal Aid Coordination Unit

East Central Oregon Association of Counties
116 South Main, Room 15
Pendleton, Oregon 97801

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 12
Section: McClellan Creek Bridge, Grant Co.
Highway: John Day Highway, US 26
County: Grant

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be January 29, 1979.

NOTED
H.S. COULTER

BLG:pf
Attachments

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 5 W. E. Schwartz
District 12 H. W. Oswald
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
JAN 5 -'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 — 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 — 12] APPLICANT ADDRESS STREET [45: O'DOT Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 — 12] CONTACT PERSON [45: D. H. Moehring — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 — 12] PROJECT TITLE [71: McClellan Creek Bridge, Grant County

11 — 12] PROJECT LOCATION—CITY: John Day Highway
US 26 — PROJECT LOCATION—COUNTY: Grant — PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 [71

06 12] Replace old structure, with a new structure to enhance the safety along this [71

07 12] highway. [71

08 12] The structure is located at MP 150.54, approximately four miles West of Mt. Vernon [71

09 12] on the John Day Highway in Grant County. The new structure is proposed to be approximately 32 feet wide and 75-80 feet long. [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
111,800	- - -	18,200	- - -	- - -	130,000

13 — 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 [71

14 — 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [79

15 — 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME: FHWA

17 — (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 12/29/78

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: January — 43] DAY [44: 29 — 45] YEAR [46: 1979

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 12/29/78

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date April 26, 1978

Section McClellan Creek Bridge No. 1043

Unit (if appl)

County Grant

City

Highway John Day

State Hwy. No. 5

Termini: M.P.(if appl) 150.54

Length

Region 5

Construction Estimate $130,000
Program Amount

B. Purpose of Project:

Replace old structure, with a new structure to enhance the safety along this highway.

C. Origin & History of Project:

This structure was constructed in 1923 with additional work being performed in 1951. The bridge spans McClellan Creek, a tributary of the John Day River west of Mt. Vernon. The existing bridge is too narrow for the present-day traffic.

This project is listed as Priority #7 on State Bridge Replacement Program dated July 27, 1977.

D. General Description of Project:

The structure is located at MP 150.54, approximately four miles west of Mt. Vernon on the John Day Highway in Grant County. The new structure is proposed to be approximately 32 feet wide and 75-80 feet long.

Alignment: New ________ Existing X ________ Combined ________

Typical Section: Existing: No. Lanes 2; Med. ____; Shldrs. 2; Parking ____
Proposed: No. Lanes 2; Med. ____; Shldrs. 2; Parking ____

Traffic: Existing Facility: Existing ADT 900; Projected ADT 1,350; Yr. 2000
Existing Level of Service ________

Proposed Facility: Projected ADT 1,350; Yr. 2000
Projected Level of Service ________

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_______

Acres_______; Type of Relocation Req.________________; No._______

Materials Source, Borrow, Waste Disposal Requirements, if any:

Existing materials sources would be utilized as necessary.

Type of Structure(s):

Note project description.

Brief Description of River or Stream and Type of Involvement, if any:

McClellan Creek is a perennial tributary of the John Day River. The State Game Commission suggests an in-stream construction period of August 1 to September 15. Care will be taken to keep material out of the water.

Local City, County or COG priorities of project:

N.A.

FHWA and/or OSHD approvals given, if any:

Listed in the Six-Year Program for priority in 1980 (page 27).

Location or Design Alternatives (identify and describe):

Scope of project is limited.

Other Descriptive Information or Comments:

The proposed project would have little or no adverse impact on physical and socio-economic environments.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project is located in the semi-arid John Day Valley. Natural vegetation is characterized by juniper-bunch grass associations. Steep hillsides are spotted with juniper. Willow, poplars and cottonwood are common along the stream courses. McClellan Creek originates in mountain snowfields about fifteen miles south of the project area. Spring run-off is generally good; but by mid-August, stream flow is quite low, becoming intermittent near the confluence of the John Day River. Brush along the creek provides a habitat for quail and browse for deer.

2. Cultural:

The project area is decidedly rural. Most stream benches are utilized for agriculture. Grant County's principal income is derived from farming, ranching, timber and recreation. An ADT of 900 vehicles does not reflect the heavy industrial traffic using this portion of the John Day Highway. Despite this use, environmental quality is high. Population is dispersed over the valley with concentrations only within incorporated communities.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:
   No new right of way.

2. Estimated Impact on Traffic Patterns:

   Temporary inconvenience.

   Consequences--Air Quality, Noise, Safety, etc.:
   N.A.

3. Estimated Impact on Land Use:
   None.

   Consequences:

   N.A.

4. Expected Impact on Natural Ecological Resources:

   No significant impacts have been identified.

   N.A.

5. Expected Impact on Cultural and Scenic Resources:

   A cultural resource survey may be required if replacement is not on present alignment or if stage construction with a bypass is used.

   Consequences:

   N.A.

6. Preliminary Identification of Areas of Critical Concern:

No areas of critical concern have been identified.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

N/A

b. Noise Standards

Replacement on existing alignment will not change traffic noise parameters. An FHPM 7-7-3 noise report will be required.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

Proposal is consistent with environmental standards and Grant County's Comprehensive Plan.

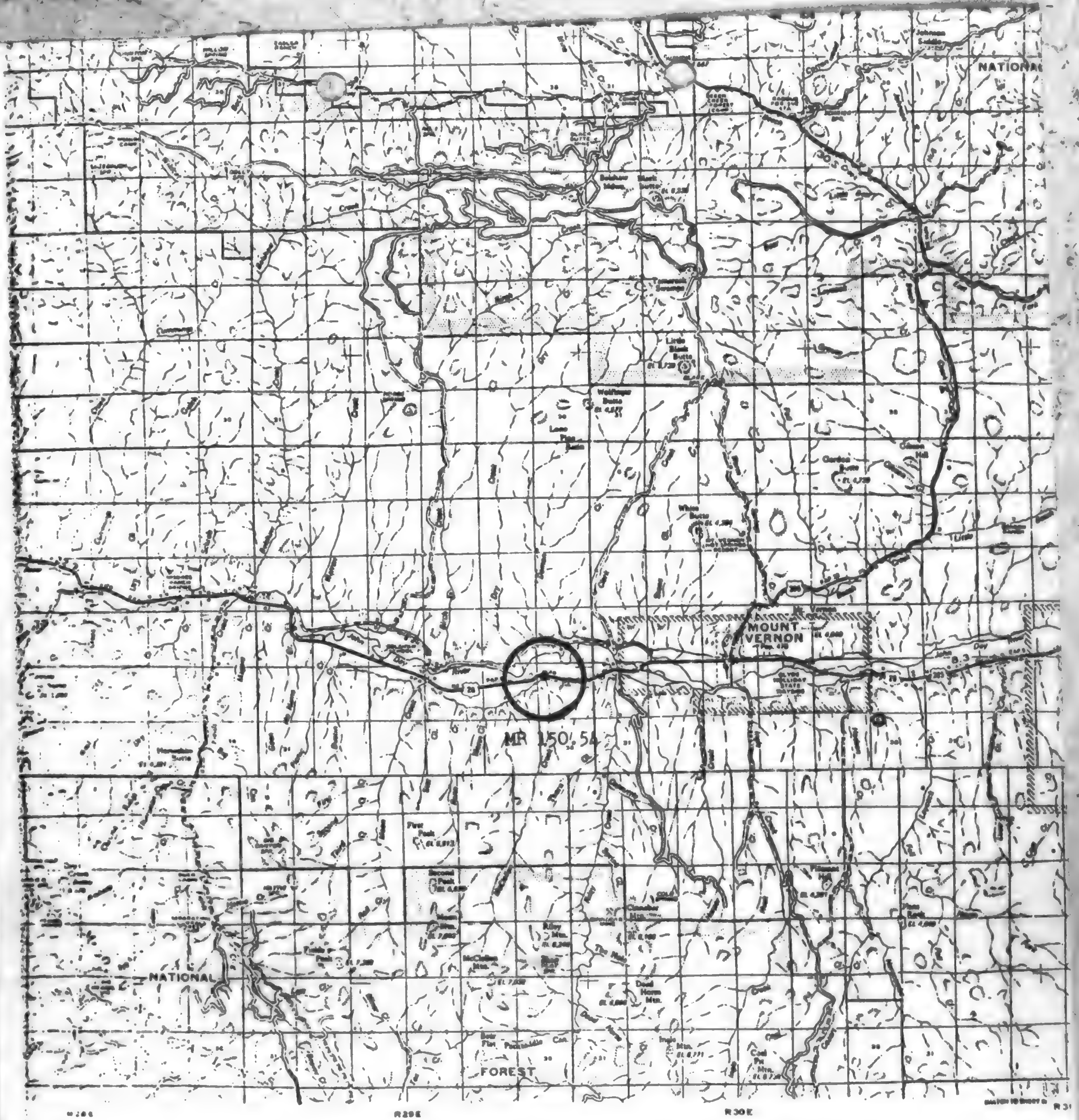
C. Recommended Type of Action and Documentation:

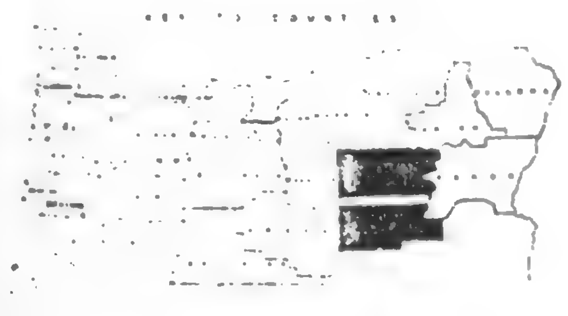
-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

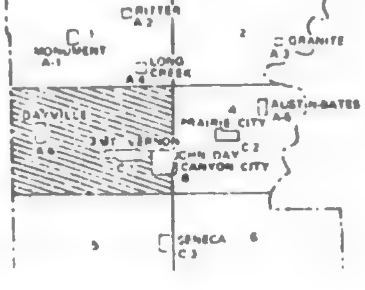
Basis for Type of Action and Documentation:
Project is of limited scope. No additional right of way is required. No controversial impacts are associated with the proposal.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4

Form (1)10-75


NATIONAL
MOUNT
VERNON
MR 150/54
NATIONAL
FOREST
R29E
R30E




ARRANGEMENT OF SHEETS FOR GRANT COUNTY
RITTER
A 2
MONUMENT
A-1
LONG
CREEK
A 4
2
GRANITE
A 3
AUSTIN-BATES
A-5
DAYVILLE
A-6
MT. VERNON
PRAIRIE CITY
JOHN DAY
CANYON CITY
C 2
4
SENECA
C 3
5
6

GENERAL HIGH

GRANT CO

OREG

PREPARED BY TH

OREGON STATE HIGH

IN COOPERATION WIT

8990

5

Salem, Oregon
November 29, 1978

J. E. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
Building

File 30368 a
McClellan Creek Bridge Sec.
~~John Day Highway~~
Grant County

Attached is a 3 parcel description, an authorization and R/W prints covering easements required for the subject project, which is scheduled for the 4th quarter of 1979.

By:

Floyd O. Scott
R/W Description Engineer

FOS:cj
Attachments

8990 5-19-78 Con 19-1

McClellan

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-88-2(3)

STATE PROJECT NO.
See below

COUNTY NAME
Grant

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80277

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
5-19-78

FEDERAL ROUTE NUMBER
Primary 88

STATE ROUTE NUMBER
Primary 5

GENERAL LOCATION:
"McClellan Cr. Br. Section"

GENERAL DESCRIPTION OF WORK:
Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☐ OTHER (Specify)

including archeology salvage
and utility preparatory work
TEC NTE $14,000 - F.F. $12,000

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 5-9-78 letter.

Swan
5-30

DATE
5-19-78

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED
☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—O-826-787

8770

5

~~6557~~
6558

PER LRW LAG 32 7-15-77 8.54 AM

BOB ELLISON
COPY HAL VERSTEEG

WE HAVE NEVER RECEIVED APPROVAL TO PROCEED WITH THE FOUNDATION EXPLORATION FOR RATTLESNAKE BRIDGE, [redacted] WE ~~XXXXXXXXXXX~~ UNDERSTAND IT IS GOING TO BE AWARDED THIS SUMMER. SHOULD WE GO AHEAD AND DRILL THE BRIDGE ENDS.

DALE ALLEN
SH04.$\frac{3}{4}$4.

7-15-77
Structures Sec
is answering Dale Allen
on this question. They
are going to have drilling
Doug

1 Versteeg ✓
Olsen
2 [illegible]
Scott
Swanson
Savage
Trout

RECEIVED
JUL 15 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To______
Bring Up___/___/___
Other______

8990

5

Salem, Oregon
June 24, 1977

J. H. Versteeg
Road Design Engineer

J. E. Boyd
Right of Way Engineer
BUILDING

48592 - Unknown
Rattlesnake Creek Bridge Section
John Day Highway
Grant County

Attached is a description, an authorization and right of way prints covering an area required for a detour easement on subject section.

This is an F.H.A. project which is to be scheduled for contract at an early date and requires immediate attention.

BY: R.

Robert E. [illegible]
Right of Way Description Supervisor

RER:mg

Attach.

(#2)

8990

ODOT B-8

2'

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 22, 1977

TO Executive Department
Federal Aid Coordination Unit

East Central Oregon Association of Counties
116 South Main Room 15
Pendleton, OR 97801

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 12
Section: Rattlesnake Creek Bridge
Highway: John Day Highway
County: Grant

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 22, 1977.

BLG: dmc

Attachment

cc: G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison

Region Engineer: W. E. Schwartz
District Engineer: H. W. Oswald
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 22 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

ODOT B-8

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: State Highway Division — 46] DIVISION [79: Department of Transportation

03 12] APPLICANT ADDRESS STREET [45: 207 Transportation Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Rattlesnake Creek Bridge John Day Highway

11 12] PROJECT LOCATION—CITY: - — PROJECT LOCATION—COUNTY: Grant — PROJECT LOCATION SEC: T: R: [79

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Replacement of deficient bridge over Rattlesnake Creek on the John Day Highway [71

06 12] 0.2 miles southeast of the Ochoco Highway. [71

07 12] [71

08 12] [71

09 12] [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
240,000	-	-	-	-	240,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title I, Public Works Employment Act of 1977

15 12] FEDERAL AGENCY NAME [45: U.S. Dept. of Commerce — 46] FEDERAL SUB-AGENCY NAME [79: Economic Development Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: June 22, 1977

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: July — 43] DAY [44: 22 — 45] YEAR [46: 1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency None

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

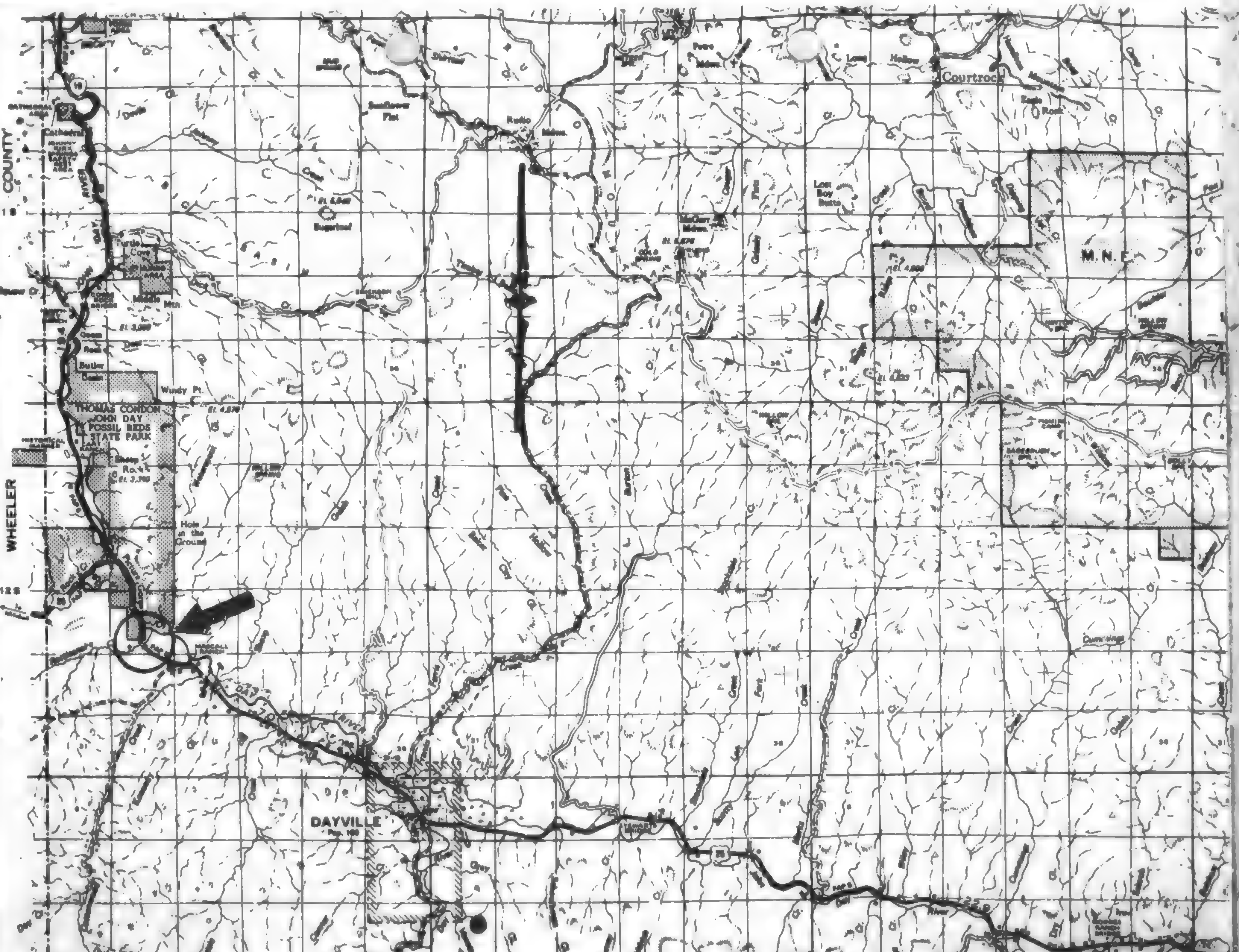
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 Project of nonmajor environmental impact under Oregon's Action Plan.


Courtrock
M.N.F.
WHEELER COUNTY
THOMAS CONDON JOHN DAY FOSSIL BEDS STATE PARK
Windy Pt.
Sheep Rock
Hole in the Ground
DAYVILLE
Sunflower Flat
Lost Boy Butte
Coyote Butte
Horseshoe Butte
Little Aldrich Mtn.
Aldrich Mtn.
Dry Creek Butte
Jackson Mtn.
OCHOCO
NATIONAL
FOREST
MALHEUR
T11S
T12S
T13S
T14S
MATCH LINE
R26E
R27E

SITE PLAN
ODOT # B-8
Rattlesnake Creek Bridge
John Day Highway
Grant County

1979 Buck Cr. Rd. Sec. of 8991
FAS B316. W. of Silver Lake.
(Gr. & surfacing)

CKA 6577, 5-23-78

CC 1893

1160

300

Const 18,600.00

12700

CC 2019

12700

1160

13860

18600

1160

C&A 6577, 5-23-78

CC 1893

$1460
1160
300

CC 2019 Cost 18,600.00
12700

12700
1160
13860

18600
14[illegible]
[illegible]68
13860
[illegible]

8941

HIGHWAY DIVISION INVOICE

INVOICE NUMBER
133130

BILLING REQ. NUMBER
CC 81-54

DATE
11-23-81

YOUR ORDER NUMBER

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

CODE
(NEW) LAKECBC

CREDIT DISTRIBUTION

	607.32
325.00	
519-1057-296-00-000	607.32
519-1057-297-00-600	<607.32>

- LAKE CO BD OF COMM
- COURTHOUSE
- LAKEVIEW OR 97630

ATTN HON GEO CARLON - CO COMM

DESCRIPTION	TOTAL PRICE
FINAL BILLING: BUCK CREEK ROAD REALIGNMENT FAS-B316. THIS IS A FAS-C PROJECT NO. RS-B316(2).	
COUNTY SHARE OF COSTS 20,667.32	
LESS CO SHARE OF COSTS (20,060.00)	
AMOUNT DUE	607.32

110.00

FINAL

FOLD

734-1150 (6-81)

2971

F

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE 11-10-81	BILLING REQ. NO. CC-81-54	YOUR ORDER NO.	CREDIT DISTRIBUTION 519-1924-297 519-1057-297

BILL TO: Code:

Lake County Bd. of Comm.
Courthouse
Lakeview, OR 97630
Attn: Hon. George Carlon - Co. Comm.

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE

Final Billing: Buck Creek Road Realignment FAS-B316. This is an FAS-C Project #RS-B316(2).

County Share of Costs	$20,667.32
Less County Share of Costs	20,060.00
AMOUNT DUE STATE	$ 607.32

(Please send copy of itemized statement with billing.)

Advance Deposit Amount	$ 1,460.00 18,600.00
Advance Deposit Previously Transferred to Highway Fund	$ 15,760.00 ~~[illegible]~~
Balance	$ 4,300.00 ~~6,200.00~~
Transfer to Highway Fund	$ 4,300.00 ~~6,200.00~~
Refund Due	$ ---
Partial or final request for billing	Final
Number of the previous request in connection with this service.	CC 1893, CC 2019

per Acctg

Amount Due . . . . . $ 607.32

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

D E Swan
D.E. SWAN

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 11-10-81

COUNTY Lake **Contract No.** 8791 ~~8987~~ **Date Completed** 6-2-80

PROJECT # RS-B316(2) **Section** Buck Creek Rd. Realignment

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
P.E.	(Fed. Part.)	$ 22,588.07

Federal Funds collected for P.E. $ 19,373.79

Construction:

Payment to Contractor	(Fed. Part.)	$279,935.57
Engineering	(Fed. Part.)	38,563.17
		$318,498.74

Federal Funds Collected for Const. $280,852.19

Construction Engineering	(Non Part.)	$ 73.57
P.E.		200.12

County Share of Costs

1/2($22,588.07-$19,373.79+$318,498.74-$280,852.19+73.57)+$200.12 = $20,667.32

County Share of Project Costs	$20,667.32
County's Advance Deposit	20,060.00
AMOUNT DUE STATE	$ 607.32

Reference: Billing Form CC 81-54

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Buck Creek Road Realignment **Lake County Road**					
	Construction Type Code 2010 Roadway (Sta. 195+00 To Sta. 237+00 (Sta. 444+00 Sta. 462.00) Formal Contract Payment Summary	All	Required		$279,935.57	
	Construction Engineering State	All	Required		38,563.17	
	Total Participating Cost				$318,498.74	
	Nonparticipating Cost Construction Engineering (State)	All	Required		59.43	
	Total Project Cost				$318,558.17	
	Prepared based on Participating Costs as shown on Federal Billing as of 8/20/81.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

PROGRAM APPROP.

FEDERAL AID PROJECT NO. RS-B ~~173~~ 215 (2)

VOUCHER [illegible]-0016(2)

From: To:

FINANCIAL DATA 6/20/79 5/4/81

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$315,568.17	$310,498.74	90.18%	$280,852.19	$280,852.19	$ 0.00

	DATE	
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		8/13/81

V.E. [illegible], Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Buck Creek Road Realignment **Lake County**					
	Preliminary Engineering Type Code P.E. Participating Amount as shown on Final Voucher				$22,022.93	
	Type Code Y070 Archeological Salvage				565.14	
	Total Participating Costs				$22,588.07	
	Nonparticipating amount as shown on Final Voucher				$ 204.14	
	Nonparticipating P.E. State				(6.73)	
	Total Nonparticipating Cost				$ 197.41	
	TOTAL COST				$22,785.48	
	Prepared based on participating costs shown on Federal Billing as of 2/21/80.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capital Building - Salem, Oregon 97310

STATE Oregon	FEDERAL AID PROJECT NO. RS-8316(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 9-10-78 To: 6-19-79

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$22,785.48	$22,588.07	85.77%	$19,373.79	$19,373.79	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon V.E. Strong
FORWARDED BY FHWA DIVISION OFFICE		Controller 2-20-80

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

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                                                                              JUNE 1981         PAGE  897
TOTAL TO DATE JOB COST SUMMARY
                                                                                FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX       FUNCTION   GR  CURRENT MONTH  YEAR TO DATE      TO DATE
                                   518   1965      921     00 P 1                   1,518.78        1,518.78
                                   518   1965      922     00 P 1                      77.37           77.37
                                   518   1965      923     00 P 1                      75.51           75.51
                                   518   1965      926     00 P 1                   2,429.46        2,429.46
                                   518   1965      926     00 N 1          46.63       46.63           46.63
                                   518   1965      927     00 P 1                   3,452.97        3,452.97
                                                   TOT        P1                   10,320.23       10,320.23
                                                   TOT        N1          106.03      140.17          140.17
                                               ** JOB TOTALS **           106.03 **  10,460.40 **    10,460.40 **

                                                                                                     STATE
        0016490000063081 CONT :0          FA PROJ NOS RS  316001 100
                                   519   1924      296     00 N 9                                 20,533.79CR
                                   519   1924      297     00 N 9                                  1,160.00
                                   519   1924      298     00 N 9                                 19,373.79
                                   519   1924      901     00 P 1                                  9,025.95
                                   519   1924      901     00 N 1          .03CR        .83CR         200.14
                                   519   1924      904     00 P 1                                    565.14
                                   519   1924      905     00 P 1                                  5,235.57
                                   519   1924      907     00 P 1                                     36.51
                                   519   1924      910     00 P 1                       .81CR       3,331.58
                                   519   1924      910     00 N 1          .02CR        .02CR          .02CR
                                   519   1924      913     00 P 1                                    107.94
                                   519   1924      914     00 P 1                                     99.48
                                   519   1924      918     00 P 1                                     54.19
                                   519   1924      920     00 P 1                                     68.48
                                   519   1924      921     00 P 1                                    999.52
                                   519   1924      922     00 P 1                                    352.42
                                   519   1924      923     00 P 1                                  2,711.29
                                                   TOT        P1                        .81CR      22,588.07
                                                   TOT        N1           .05CR        .85CR         200.12
                                               ** JOB TOTALS **            .05CR**     1.66CR**    22,788.19 **

                                                                                                     STATE
        0016490000063081 CONT NO 0000     FA PROJ NOS RS  329001 100
                                   519   1925      296     00 N 9                   3,052.85CR    14,462.85CR
                                   519   1925      297     00 N 9                                    690.00
                                   519   1925      298     00 N 9                   3,052.85      13,772.85
                                   519   1925      901     00 P 1                                  4,526.95
                                   519   1925      901     00 N 1                      11.48           11.48
                                   519   1925      905     00 P 1                                  2,490.46
                                   519   1925      906     00 P 1                                  2,626.73
                                   519   1925      910     00 P 1                                     79.33
                                   519   1925      912     00 P 1                                      9.51
                                   519   1925      918     00 P 1                                  1,647.67
                                   519   1925      920     00 P 1                                    117.69
                                   519   1925      921     00 P 1                                  1,108.42
                                   519   1925      922     00 P 1                                     17.36
                                   519   1925      923     00 P 1                                    102.16
```

Buck Creek
Rd Realign

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TOTAL TO DATE JOB COST SUMMARY                                                  AUGUST 1981        PAGE  211

                                                                                    FISCAL           GRAND TOTAL      ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX        FUNCTION   GR  CURRENT MONTH   YEAR TO DATE        TO DATE       BEG   END
                                    518   1002       945     00 P 1          5.85           5.85            22.79     81    81
                                    518   1002       945     00 N 9          6.60           6.60            25.70     81    81
                                    518   1002       946     00 P 1                                        248.94     81    81
                                    518   1002       946     00 N 9                                        280.72     81    81
                                    518   1002       948     00 P 1                                        331.43     81    81
                                    518   1002       950     00 P 1                                        546.03     81    81
                                    518   1002       950     00 N 1                                         29.14     81    81
                                    518   1002       950     00 N 9                                        648.59     81    81
                                                     TOT        P1          20,943.16      26,535.24       319,804.47
                                                     TOT        N1                                          35.73
                                                     TOT        N9          46,136.59      64,683.07       346,157.78
                                                  ** JOB TOTALS **          67,079.75 **   91,218.31 **    665,997.98 **

                                                                                                                     STATE
   BUCK CREEK ROAD-FAS B316         CONT NO 8991 * FA PROJ NOS RS  316002 100
                                    519   1057       201     00 P 1                                    279,935.57     79    81
                                    519   1057       296     00 N 9          95.55CR        95.55CR    295,452.19CR   79    81
                                    519   1057       297     00 N 9                                     14,600.00     80    80
                                    519   1057       298     00 N 9          95.55          95.55      280,852.19     79    81
                                    519   1057       900     00 P 1                                     38,426.42     79    81
                                    519   1057       900     00 N 1                                         59.43     80    80
                                    519   1057       920     00 P 1                                         87.21     79    81
                                    519   1057       945     00 P 1                                         49.54     81    81
                                    519   1057       948     00 N 1          14.14          14.14           14.14     81    81
                                                     TOT        P1                                     318,498.74
                                                     TOT        N1           14.14          14.14           73.57
                                                  ** JOB TOTALS **           14.14 **       14.14 **   318,572.31 **

                                                                                                                     STATE
   HART LAKE BRIDGES                CONT NO 9134 * FA PROJ NOS RS  329002 100
                                    519   1059       201     00 P 1                                    156,745.95     80    81
                                    519   1059       206     00 N 1                                        128.72     81    81
                                    519   1059       296     00 N 9          52.96CR        52.96CR    164,069.31CR   80    81
                                    519   1059       297     00 N 9                                      8,400.00     81    81
                                    519   1059       298     00 N 9          52.96          52.96      155,669.31     80    81
                                    519   1059       900     00 P 1                                     19,526.47     80    81
                                    519   1059       920     00 P 1                                         79.76     80    80
                                    519   1059       945     00 P 1                                        183.67     81    81
                                    519   1059       948     00 N 1          14.14          14.14           14.14     81    81
                                                     TOT        P1                                     176,535.85
                                                     TOT        N1           14.14          14.14          142.86
                                                  ** JOB TOTALS **           14.14 **       14.14 **   176,678.71 **

                                                                                                                     STATE
   MUDDY CK BR N OF COBURG          CONT NO 8617 * FA PROJ NOS RS  436002 100
                                    520   1001       201     00 P 1                                    132,641.35     78    79
                                    520   1001       201     00 N 1                                      1,342.56     79    79
                                    520   1001       296     00 N 9            .72CR          .72CR    124,476.13CR   78    81
                                    520   1001       298     00 N 9            .72            .72      124,476.13     78    81
```

8991

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER				
DATE 5-6-85	PURCHASE ORDER NUMBER	☐ PARTIAL ☒ FINAL	PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER
		CODE		

BILL TO:

LAKE County
Courthouse
LAKEVIEW, OR 97630

CREDIT DISTRIBUTION

325.00	4300.00

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Billing: Buck Creek Road Realignment. This is RS-B316(2) This form replaces CC 81-54 dated 11-10-81 by Harold Reynoldson. This invoice was prepared at that time but the transfer of money was not prepared. LAKE Cou 002108	

Advance Deposit Amount	$ 20,060.00	AMOUNT DUE	$
Advance Deposit Previously Transferred to Highway Fund	$ 15,760.00	SUBMITTED BY	
Balance	$ 4300.00		
Transfer to Highway Fund	$ 4300.00	APPROVED BY	
Refund Due	$ -0-		

734-1191 (9-81)

8991

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-4-81

cc: State (H S Coulter)

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 8991

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. RS-B316(2)	2. COUNTY Lake	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Besides additional and incidental, roadbed grading and construction of a grid-rolled surfacing was performed on the Buck Creek Road Section of FAS B316 (Buck Creek Road) at two locations approximately 7 miles and 10-1/2 miles west of Silver Lake.

Work was completed June 2, 1980.

C4 5-6-81

[illegible] ENGR
MAY 5 '81
REFER TO Keasey
FOR

Info	Inves	R/D	D/R.	Sign.	Act	File

5. CONTRACTOR'S NAME Hughes & Dodd Co.	6. CONTRACT AMOUNT $ 275,317.50

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official)

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

Lake County forces have placed the future final asphalt concrete wearing surface since the completion of this project.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 39.0 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
2010	1.136	39.0	N/A	

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY David B. Carter, Area Engineer	11. DATE OF INSPECTION 7-23-80

12. IN COMPANY WITH
Unaccompanied. Discussed with Wayne Cobine, Resident Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE David B Carter David B. Carter		16. SIGNATURE G K H G. K. Hoesner	
14. TITLE Area Engineer	15. DATE 5-4-81	17. TITLE Field Operations Engineer	18. DATE 5-4-81

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

8991 **STATE COPY**

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-7	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 1/6/81	County Lake
MODIFICATION NUMBER 1		Project Number RS-B316(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 23, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 313,189.00	$ 322,135.00
Federal funds	$ 276,076.00	$ 283,961.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of January, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D E Swa

Operation Programming Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon December 30, 1980

Federal Aid Project
No. RS-B316(2)

Buck Creek Road Section
Lake County Road

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 2010
Roadway (Sta. 195+00 to Sta. 237+00) (Sta. 444+00 to Sta. 462+00)

Subtotal of previous estimate of August 7, 1979			$275,937.50

Previous Estimate

Roadside Seeding & Mulching	3 Acres	725.00	$ 2,175.00
			$ 2,175.00

Revised Estimate

Roadside Seeding & Mulching	10 Acres	725.00	$ 7,250.00
			$ 7,250.00

Increase	$ 5,075.00
SUBTOTAL	281,012.50
Engineering	41,122.50
TOTAL	$322,135.00

Length of Roadway ---------- 1.136 miles
Cost of Roadway per mile ---$283,569.54

Federal Funds -------------$283,961.00
State Funds ---------------- 19,087.00
County Funds -------------- 19,087.00
TOTAL $322,135.00

Group 1-100%
Contract No. 8991
Prefix 519-1924
Prefix 519-1057

8991

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.

9-108

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

8-23-79

Oregon
County
Lake
Project No.
RS-8316(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 8 mi. W. of Silver Lake, W.5.1 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-20-79	1.136
OTHER *(Specify)*		

FUNDS Pro Rate 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 313,180.00	$ 276,076.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Assistant State Highway Engineer
(Title)
xx For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator AUG 23 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, August 7, 1979

Federal Aid Project
No. RS-B316 (2)

BUCK CREEK ROAD REALIGNMENT
LAKE COUNTY ROAD

Project Agreement Estimate.

Type Code 2010
Roadway (Sta. 195+00 to Sta. 237+00) (Sta. 444+00 to Sta. 462+00)

Mobilization	All Required		$ 5,500.00
Temporary Protection and Direction of Traffic	All Required		2,500.00
Temporary Signs	860 Sq.Ft.	6.00	5,160.00
Temporary Barricades	22 Each	100.00	2,200.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	613 Lin.Ft.	8.00	4,904.00
Temporary Plastic Safety Markers	20 Each	75.00	1,500.00
Flagmen	310 Hour	20.00	6,200.00
Clearing and Grubbing	All Required		5,000.00
Removal of Structures and Obstructions	All Required		2,500.00
Embankment In Place	15,500 Cu.Yd.	1.75	27,125.00
General Excavation	28,300 Cu.Yd.	3.00	84,900.00
Extra For Selected Subbase Material	5,650 Cu.Yd.	3.00	16,950.00
Trench Excavation	105 Cu.Yd.	10.00	1,050.00
Finishing Roadbed and Slopes	All Required		3,500.00
Obliteration Of Roadway	All Required		4,000.00
Watering	950 M.Gal.	8.00	7,600.00
Grid-Rolled Cinder Surfacing	8,150 Cu.Yd.	3.00	24,450.00
Grid Roller With Tractor	200 Hour	60.00	12,000.00
72-inch Structural Plate Pipe	76 Lin.Ft.	130.00	9,880.00
18-inch Culvert Pipe	190 Lin.Ft.	10.00	1,900.00
30-inch Culvert Pipe	62 Lin.Ft.	18.00	1,116.00
6-inch Drain Pipe	60 Lin.Ft.	4.50	270.00
Special Filter Material In Drains	10 Cu.Yd.	25.00	250.00
Guard Rail, Type 1	25 Lin.Ft.	13.50	337.50
Guard Rail, Type 2A	1,400 Lin.Ft.	15.50	21,700.00
Guard Rail Anchors, Type 1	6 Each	500.00	3,000.00
Rail End Pieces, Type A	2 Each	50.00	100.00
Rail End Pieces, Type C	6 Each	150.00	900.00
Type 1 Fence	1,000 Lin.Ft.	5.00	5,000.00

28' Cattle Guard	1 Each	10,000.00	10,000.00
Delineators	60 Each	27.50	1,650.00
Roadside Seeding And Mulching	3 Acre	725.00	2,175.00
			$ 275,317.50

Anticipated Items		
Temporary Erosion Control	All Required	$ 500.00
Furnish Borrow Screening Seed	All Required	120.00
		$ 620.00
	Subtotal	$ 275,937.50
	Engineering	37,251.50
	Total	$ 313,189.00

Length of Roadway - - - - - - - - - - - - -	1.136 mi.
Cost of Roadway Per Mile - - - - - - - - -	$ 275,694.54
Federal Funds (88.15%)	$ 276,076.00
State Funds	18,556.00
County Funds	18,557.00
Total	$ 313,189.00

Group 1 100%
Contract No. 8991
Prefix 519-1924
Prefix 519-1057

#8991 12-10-80

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8987	Silver Lake-Summer Lake (M.P. 48.1 - M.P. 75.0) Lake County	November 12, 1980
A-1 Sandblasting & Steam Cleaning Co. No. 9152	Coast Fork Willamette River Br. Lane County	November 13, 1980
Elting, Inc. No. 8709	NE Marine Dr.-NE Failing St. Multnomah County	November 13, 1980
Interstate Slurry Seal, Inc. No. 9170	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	November 13, 1980
Hertz Electric, Inc. No. 8902	Pendleton/John Day Hwy. @ SW 30th St. (Pendleton) Umatilla County	November 13, 1980
Grant County Redi-Mix No. 9077	Spray Rock Production Wheeler & Grant Counties	November 18, 1980
R. A. Hatch Co. No. 9030	Doherty Slide-Nevada State Line Lake & Harney Counties	November 20, 1980
Humbert Asphalting No. 9092	Paul Smith Rd.-S. Main St. (Boardman) Morrow County	November 21, 1980
Rogers Construction, Inc. No. 9160	Boardman (N. Main St.) Morrow County	November 24, 1980
Hughes & Dodd Co. No. 8991	Buck Creek Road Lake County	November 24, 1980
Wildish Corvallis Construction Co. No. 8976	N. Albany, Santiam Hwy. & Lebanon Road Intchges. Linn County	November 26, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Erosion Control, Inc. No. 9109	Grayback Creek Section Josephine County	November 27, 1980
S. D. Spencer & Son No. 8472	S. Ashland Intchge.-Calif. State Line Jackson County	December 3, 1980
Western Mixing Co., Inc. & N. Santiam Sand & Gravel Co., Inc. J.V. No. 8997	Dodge Road-Estacada Clackamas County	December 4, 1980
Roy E. Ladd, Inc. No. 9019	Busway Rigid Frame (N. Banfield Intchge.) Multnomah County	December 4, 1980
Ray E. Wells, Inc. No. 8917	Kingwood St. (Florence) Lane County	December 4, 1980
Hertz Electric, Inc. No. 9121	Molalla Ave. @ Clairmont Way (Oregon City) Clackamas County	December 5, 1980
Bracelin-Yeager Excav. & Trucking No. 9136	Hemlock Ave.-8th Terrace (Coos Bay) Coos County	December 5, 1980
Douglas S. Coats, Inc. No. 9112	Willow Creek Bridge Morrow County	December 5, 1980
D & D Paving Co. No. 9097	Airport Rd. @ Salmon River Hwy. Yamhill County	December 5, 1980
Douglas S. Coats, Inc. No. 9165	Catherine Creek (Wilkinson Rd.) Br. Union County	December 5, 1980
Horton Bros., Inc. No. 9172	Rocky Point-M.P. 310.07 Curry County	December 5, 1980
Eugene Sand & Gravel, Inc. No. 9192	Coburg (Stuart Way) Lane County	December 8, 1980
Douglas S. Coats, Inc. No. 9094	Willow Creek (Glenn Rd.) Bridge Union County	December 9, 1980

December 10, 1980

D. B. Jackmond

For C. T. Keasey
Asst. State Highway Engineer

#8991

L

December 5, 1980

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#8991

Gentlemen:

On November 25, 1980, we wrote to you concerning release of final payment on Contract No. 8991 awarded to Hughes & Dodd Co., for work on the Buck Creek Road Section of FAS B316 in Lake County.

Final payment on this contract is $22,492.99 and the total contract amount is $279,938.57 including $196.08 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dce

cc: Hughes & Dodd Co.
P. O. Box 246
Medford, OR 97501

bc: C. T. Kassey
Walt Hart
Dale Allen

8991

1

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Buck Creek Road

WEEK ENDING: July 18, 1980

SECTION PREFIX: 519-1057

HIGHWAY: FAS - B 316

COUNTY: Lake

NAME OF JOB: Buck Creek Road

KIND OF WORK: Grading & Surfacing

CONTRACTOR: Hughes & Dodd Co.

CONTRACT NUMBER: 8991

FEDERAL AID PROJECT NUMBER: RS-B316(2)

DATE OF CONTRACT: August 3, 1979

DATE WORK STARTED: October 29, 1979

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 240

CALENDAR DAYS USED: 200

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 83

PROJECT AUTHORIZATION: $ 313,189.07

EXCLUSIVE OF ENGINEERING: $ 288,354.69

ENGINEERING AUTHORIZATION: $ 24,834.38

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 282,897.75

ENGINEERING COST TO DATE: $ 29,300.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2 %

PERCENT OF AUTHORIZATION: 118 %

DATE PROJECT WAS COMPLETED: June 2, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		1.14			
MILES PARTIALLY COMPLETED		1.14			
MILES COMPLETED		1.14			
TOTAL ESTIMATED QUANTITIES (CONTRACT)		13,800			
TOTAL QUANTITIES CORRECTED TO DATE		15,871			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		15,871			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUL 21 1980
CONSTRUCTION BRANCH

Keesey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project has been completed, and the Semi-Final data was submitted to Region on July 17, 1980.

FINAL REPORT

SIGNED Wayne [illegible] LOCATION Klamath Falls

Wayne F. Cobine, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8991

July 13, 1979

Lake County
  Board of Commissioners
Courthouse
Lakeview, Oregon 97630

Attn: Hon. George Carlon
  Chairman

Gentlemen:

On July 12, 1979 a satisfactory bid was received from Hughes and Dodd Co., 4048 Crater Lake Hwy., P.O. Box 246, Medford, Oregon 97501 for the Buck Creek Road Section, FAS B316. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$275,317.30
Temp. Erosion Control	$ 500.00
Seeding	120.00
4 1/2% Contingencies	12,417.19
9% Engineering	24,778.58
EST. TOTAL CONSTRUCTION COSTS	$313,133.27
EST. PE COSTS	20,500.00
EST. TOTAL PROJECT COSTS	$333,633.27

Rec'd
8/3/79

Informed
Steve Macnab
&
John Hagedorn

County's share of project cost
  will be 6% of $333,633.27 = $20,018.00
Less PE Advance Deposit - 1,460.00
$18,558.00

By rounding the County's Advance Deposit will be $18,600.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than August 3, 1979.

Please make your check for $18,600.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 424, Transportation Building, Salem, Oregon 97310.

Very truly yours,
ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

HR:pf

bcc w/AD # 666: Region 4 Federal Aid Specialist John Hagedorn
Vern Skoog - Please return completed AD # 666 when check is received.

8791

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

519

6-20-79

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-B316(1)
Project Name BUCK CREEK ROAD REALIGNMENT
FAS B-316

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Lakeview, Oregon, this 20 day of June, 1979

County of Lake

Certified By:

Regional Right-of-Way Supervisor
Date June 22, 1979

County Judge/Chairman

Louis V. Lamb
Commissioner

Leslie Sloan
Commissioner

Instructions: Complete A or B and C.
R/W File No. ________

8991 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 6-21-79

2

LETTER OF APPROVAL A /OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-B316(2)

STAT JECT NO. See below

COUNTY NAME Lake

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90189

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

23

RECEIVED
STATE HWY ENGR
JUL 3 - '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sgn	Act	File

DATE PS & E APPROVED 6-20-79

DATE AUTHORIZATION EFFECTIVE 6-20-79

FEDERAL ROUTE NUMBER Secondary B316

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
Buck Creek Road Section

GENERAL DESCRIPTION OF WORK:
Grade, Drain, Rock Surface

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated June 11, 1979, that provisions of FHPM 7-5-1 have been complied with.

As requested in Mr. Swan's May 15, 1979 and June 18, 1979 letters, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $450,000 - Federal Funds $396,000 in accordance with the provisions of your Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 6-20-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

15th

Section Dutch Creek Rd

Programming Estimate $ 488,000

Highway [illegible] B316

Project Length 1.14 miles

County Lake

Completion Time 245 Cal w/days

Kind of Work Grading & Surfacing

Prefix 519-1934 6

FA Project No. RS-R316(2)

8991

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 5/30/79

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lane Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 4]
District Number

ATTENTION: John Hagedorn

FROM: Local Programs

COMMENTS: Please inform the county. We need their acceptance or comments. Make sure this estimate is kept confidential.

Form 731-0022 (7/70) SP*70683-734

ract Amount $ 129,645

500

120

$ 620

$ 430,265

Contingencies (4-1/2%)	19,361 93
Engineering (9 %)	38,723 85
SUBTOTAL	$
Credit for	
Estimated Net Authorization, Construction	$ 488,350 78

6/11/79 John Hagedorn said it OK

Est. PE Costs	20,500 00
Est Project Cost	508,850 00
Less Federal Funds 88% of 508,850.00	447,788 69
Less County P.E. Advance deposit	1,460 00
	59,602 09

APPROVED

Road Design Engineer

Est County share will be ½ of 59,602.09 = $29,801.05

Section Duck Creek Rd Programming Estimate $

Highway F AS B316 Project Length 1.14 miles

County Lake Completion Time 240 cal w/days

Kind of Work Grading & Surfacing

Prefix 519-1924 FA Project No. RS-B316(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 429,645
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	500	
State Furnished		
Install Water Meter		$ 620
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
Bitterbrush seed	120	
		$ 430,265
Contingencies (4-1/2%)		19,361.93
Engineering (9 %)		38,723.85
	SUBTOTAL	$
Credit for		
Estimated Net Authorization, Construction		$ 488,350.78
APPROVED		20,500
		508,850.78
Road Design Engineer	Federal funds 88% of 508,850.78 =	447,788.69
	County advance deposit PE	1,460.00
		59,602.09

County share 1/2 of 59,602.09 = 29,801.05

OREGON STATE HIGHWAY DIVISION

~~SUM~~ [illegible] ~~Y RO~~ [illegible] ~~LE~~ COST ~~ESTIMATE~~ (6-28)

Sheet 1 of 2

Date 5-15-79

Section Buck Creek Rd.

County Lake

Kind Of Work Grading & Surfacing

Length 1.14mi

Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization (8%)		Lump Sum	All		32,000
2	Temporary Protection And Direction Of Traffic		Lump Sum	All		5700^{00}
3	Temporary Signs 5-24-79 Galloway		Sq. Ft.	860 ~~766~~	6^{00}	5160
4	Temporary Barricades		Each	22	100^{00}	2200
5	Temporary Continuous Rail Traffic Barrier, Reflectorized		Lin. Ft.	613	9^{00}	5517
6	Temporary Plastic Safety Markers		Each	20	80^{00}	1600
7	Flagmen		Hour	310	21^{50}	6665
	ROADWORK					
8	Clearing And Grubbing		Lump Sum	All		9200^{00}
9	Removal Of Structures And Obstructions		Lump Sum	All		1200^{00}
10	Embankment In Place		Cu. Yd.	15,500	4^{00}	62,000
11	General Excavation		Cu. Yd.	28,300	5^{75}	162,725
12	Extra For Selected Subbase Material		Cu. Yd.	5650	2^{75}	$15,537^{50}$
13	Trench Excavation		Cu. Yd.	105	12^{00}	1260
14	Finishing Roadbed And Slopes		Lump Sum	All		4000^{00}
15	Obliteration Of Roadway		Lump Sum	All		$12,000^{00}$
16.	Watering		M-Gal.	950	10^{00}	9500
17	Grid-Rolled Cinder Surfacing 5-23-79 Galloway		Cu. Yd.	8150 ~~8,000~~	4^{25}	$34,637^{50}$
18	Grid Roller With Tractor		Hour	200	60^{50}	12,100

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE (6-28)

Sheet 2 of 2
Date 5-15-79

Section Back Creek Rd.
County Lake
Kind Of Work Grading & Surfacing
Length 1.14mi
Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
9	72-inch Structural Plate Pipe		Lin.Ft.	76	126.00	9,576
0	18-inch Culvert Pipe		Lin.Ft.	190	13.50	2,565
1	30-inch Culvert Pipe		Lin.Ft.	62	23.50	1,457
22	6-inch Drain Pipe		Lin.Ft.	60	6.50	390
23	Special Filter Material In Drains		Cu.Yd.	10	50.00	500
4	Guard Rail, Type 1 5-23-79 Galloway		Lin.Ft.	25 50	15.00	375
5	Guard Rail, Type 2A		Lin.Ft.	1,400	11.00	15,400
6	Guard Rail Anchors, Type 1		Each	6	300.00	1,800
27	Rail End Pieces, Type A 5-23-79 Galloway		Each	2 4	55.00	110
8	Rail End Pieces, Type C		Each	6	150.00	900
9	Type 1 Fence		Lin.Ft.	1,000	3.00	3,000
30	28' Cattle Guard		Each	1	7000.00	7000
31	Delineators		Each	60	22.00	1,320
32	Roadside Seeding And Mulching		Acre	3	750.00	2,250
						429,645

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                                 519   1917     905      00 P 1                                                    1 173 07
                                 519   1917     906      00 P 1                                                      145 02
                                 519   1917     910      00 P 1                                                       25 66
                                 519   1917     920      00 P 1                                                       83 09
                                 519   1917     921      00 P 1                                                      648 65
                                                TOT      P1                                                        4 038 43
                                                TOT      N1                                                           81 50
                                             ** JOB TOTALS **              **                  **                  4 119 93  **

BUCK CRK RC REALIGMENT          CONT NO       FA PROJ NOS RS  316001 100                                                      STATE
                                 519   1924     296      00 N 9       1.092 76CP         13.601 26CP          13.601 26CP
                                 519   1924     297      00 N 9                           1.160 00             1.160 00
                                 519   1924     298      00 N 9       1.092 76           12.441 26            12 441 26
                                 519   1924     901      00 P 1         182 71            8.647 21             8.647 21
                                 519   1924     901      00 N 1                              62 90                62 90
                                 519   1924     905      00 P 1         670 20            2.934 42             2.934 42
                                 519   1924     910      00 P 1                           3.048 51             3.048 51
                                 519   1924     913      00 P 1                             107 94               107 94
                                 519   1924     918      00 P 1                              54 19                54 19
                                 519   1924     922      00 P 1           8.99               19 19                19 19
                                 519   1924     923      00 P 1                             555 82               555 82
                                                TOT      P1             861 90           15.367 28            15 367 28
                                                TOT      N1                                  62 90                62 90
                                             ** JOB TOTALS **           861 90  **       15.430 18  **        15 430 18  **

HWY LP HR REPLACEMENTS          CONT NO       FA PROJ NOS RS  329001 100                                                      STATE
                                 519   1925     296      00   9       4.012 33CP          4.744 67CP           4.744 67CP
                                 519   1925     297      00 N 9                             690 00               690 00
                                 519   1925     298      00 N 9       4.012 33            4.054 67             4.054 67
                                 519   1925     901      00 P 1         524 55            4 096 89             4.096 89
                                 519   1925     920      00 P 1                              13 40                13 40
                                 519   1925     926      00 P 1         984 35            1.020 31             1.020 31
                                                TOT      P1           1.508 90            5.130 60             5.130 60
                                             ** JOB TOTALS **         1.508 90  **        5.130 6C  **         5.130 60  **

PARSONS CR BR MARCOLA RD        CONT NO     * FA PROJ NOS RS  464001 100                                              00      STATE
                                 520   1901     296      00 N 9           4 08CP            342 24CP           1 862 62CP
                                 520   1901     298      00 N 9           4 08              342 24             1 862 62
                                 520   1901     901      00 P 1                                                  129 61
                                 520   1901     904      00 P 1                             384 35               384 35
                                 520   1901     905      00 P 1                               4 75               175 70
                                 520   1901     906      00 P 1                                                  371 29
                                 520   1901     910      00 P 1                                                  103 48
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                                519    1917      905       00 P 1                                                           1 173 07
                                519    1917      906       00 P 1                                                             145 02
                                519    1917      910       00 P 1                                                              25 66
                                519    1917      920       00 P 1                                                              83 09
                                519    1917      921       00 P 1                                                             648 65
                                                 TOT       P1                                                               4 038 43
                                                 TOT       N1                                                                  81 50
                                               ** JOB TOTALS **                 **                     **                  4 119 93  **

BUCK CRK BC REALIGMENT        CONT NO          FA PROJ NOS RS  316001 100                                                            STATE
                                519    1924      296       00 N 9       1.092 76CR         13.601 26CR            13.601 26CR
                                519    1924      297       00 N 9                           1.160 00               1.160 00
                                519    1924      298       00 N 9       1.092 76           12.441 26              12 441 26
                                519    1924      901       00 P 1         182 71            6.647 21               8.647 21
                                519    1924      901       00 N 1                              62 90                  62 90
                                519    1924      905       00 P 1         670 20            2.934 42               2.934 42
                                519    1924      910       00 P 1                           3.048 51               3 048 51
                                519    1924      913       00 P 1                             107 94                 107 94
                                519    1924      918       00 P 1                              54 19                  54 19
                                519    1924      922       00 P 1           8.99               19 19                  19 19
                                519    1924      923       00 P 1                             555 82                 555 82
                                                 TOT       P1             861 90           15.367 28              15 367 28
                                                 TOT       N1                                  62 90                  62 90
                                               ** JOB TOTALS **           861 90  **       15.430 18  **          15.430 18  **

HWBY LP HB REPLACEMENTS       CONT NO          FA PROJ NOS RS  329001 100                                                            STATE
                                519    1925      296       00 N 9       4.012 33CR          4.744 67CR             4.744 67CR
                                519    1925      297       00 N 9                             690 00                 690 00
                                519    1925      298       00 N 9       4.012 33            4.054 67               4.054 67
                                519    1925      901       00 P 1         524 55            4 096 89               4.096 89
                                519    1925      920       00 P 1                              13 40                  13 40
                                519    1925      926       00 P 1         984 35            1.020 31               1.020 31
                                                 TOT       P1           1.508 90            5.130 60               5.130 60
                                               ** JOB TOTALS **         1.508 90  **        5.130 60  **           5.130 60  **

PARSONS CRK BR MARCOLA RD     CONT NO        * FA PROJ NOS RS  464001 100                                                00        STATE
                                520    1901      296       00 N 9           4 08CR            342 24CR             1.862 62CR
                                520    1901      298       00 N 9           4 08              342 24               1 862 62
                                520    1901      901       00 P 1                                                    129 61
                                520    1901      904       00 P 1                             384 35                 384 35
                                520    1901      905       00 P 1                               4 75                 175 70
                                520    1901      906       00 P 1                                                    371 29
                                520    1901      910       00 P 1                                                    103 48
```

-8991

2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

May 25, 1979

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Buck Creek Road (FAS-B316)
Lake County

TO: Dale Allen, Region Engineer
Region 4

The additional information requested by the Silver Lake Ranger District on this project has been collected.

The project is now in full compliance with the Endangered Species Act of 1973 (as amended, November 1978). Coordination has occurred with the U.S. Fish and Wildlife Service and species lists requested and received. A field survey and assessment of the project area was performed by our staff biologist earlier this month. No impacts to endangered species are anticipated by this construction project.

Please advise the U.S. Forest Service that all three requests for analysis in their January 3, 1979, memo to Dave Fenton have been completed and that project development should now proceed. By copy of this memo, I am also informing Mr. Robert Naish, ROW Specialist, U.S. Forest Service, in Portland, Oregon, of this finding.

GAP:PTD:lb

cc: Mr. Robert Naish

RECEIVED
TECHNICAL SERVICES
MAY 25 '79
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

8991

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Klamath Falls, OR. 97601
May 15, 1979

FILE: LOC 17
519-1924

Wayne F Cobine

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: Buck Creek Rd. Realignment
FAS B-316
Lake County

TO: Hal Versteeg
Head of Engineering

Enclosed herewith find one copy each, Fire Protection Plan and Landscape, Erosion Control and Clearing Plan between Lake County and the Forest Service.

These provisions only apply to Unit 1 on subject project and should be made part of the special provisions or referred thereto.

cc: Dale Allen

1 Versteeg
Anderson
2 Christensen
Olson
Sullivan Copy
~~Terpin~~
Trout Copy
Wakerlig

RECEIVED
MAY 2 1 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE MAY 16 1979 RDE
RSO REGION 4 RBE
ASSIGNED

LANDSCAPE, EROSION CONTROL, AND CLEARING PLAN

For

RECONSTRUCTION OF LAKE COUNTY ROAD B316

RECEIVED
MAY 11 1979
DIS. ENGR. OFFICE
☐ AR ☐

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
FREMONT NATIONAL FOREST
REGION 6

IN WITNESS WHEREOF, the parties hereto have executed this LANDSCAPE, EROSION CONTROL, AND CLEARING PLAN as of ________________
(Date)

UNITED STATES OF AMERICA

By: ____

Title: Regional Forester, Region 6, USFS

AND

By: ____

Title: Chairman, Lake County Board of Commissioners

LANDSCAPE, EROSION CONTROL, AND CLEARING PLAN

LAKE COUNTY RECONSTRUCTION - B316

I. PURPOSE

The Landscape, Clearing, and Erosion Control Plan supplements and amplifies Construction Stipulations in the areas of structural range improvement maintenance, soil and watershed protection, and clearing operations during reconstruction of County Road B316.

II. OBJECTIVES

The objectives of this plan are to:

A. Minimize topsoil losses, soil disturbance, and resulting erosion caused by construction of the project. Topsoil is defined as the top 6 to 8 inches of the soil mantle.

B. Maintain water quality. Minimize siltation and increased runoff rates, caused by construction of the project, and prevent impacts which could raise water temperature impacts.

C. Provide specifications for repair or restoration of fences damaged or modified by transmission line construction activities.

D. Maintain productivity of the land within the right-of-way and environs in a method compatable with the use granted.

E. Revegetate areas where native or planted vegetation is removed or damaged by construction activities.

F. Provide specifications and guidelines to assist permittee in mitigating soil and watershed damage and to revegetate disturbed areas.

G. Provide for orderly felling, removal, and decking of commercial timber.

H. Provide specifications for R/W clearing.

III. LANDSCAPE AND EROSION CONTROL MEASURES

A. Disturbed areas, including work roads, which are to be stabilized will be stabilized concurrently with completion of construction.

B. All erosion damage will be repaired immediately after it occurs to prevent further soil loss.

C. All fill slopes will be seeded according to the attached grass seed and fertilizer specifications.

D. The following specifications apply to specific areas as identified on the attached Exhibit I.

1. Road #1, colored in blue

   a. Remove existing pavement.

   b. Push one to two feet of road surface into adjacent ditches to provide a uniform surface for stabilization.

   c. Rip road and treat according to the attached grass seed and fertilization specifications.

2. Road #2, colored in red

   Rip road and treat according to attached grass seed and fertilizer specifications.

IV. CLEARING PLAN

A. Clearing operations shall be conducted in accordance with Section 201 of the "1974 Standard Specifications for Highway Construction," except Section 201.34, ownership and disposal of materials, will be amended to reflect Forest Service ownership of commercial timber.

B. Commercial timber will be decked at locations shown on the attached Exhibit 1.

C. Commercial timber consists of logs or pieces of logs 6" in small end diameter and 10' long or larger.

D. Felling, removal, and decking of commercial timber will be conducted so as to maximize utilization and prevent damage to adjacent resources. Logs shall be bucked with a maximum length of 48 feet plus trim allowance. Trim allowance is as follows:

Log Lengths	Trim
10 - 16 feet	6 inches
18 - 32 feet	12 inches
34 - 48 feet	18 inches

E. Cattleguards and fences will be installed and/or protected as indicated in the attached Exhibit 1.

V. MODIFICATION

This plan may be modified by written agreement between the representatives indicated below.

VI. REPRESENTATIVES

The following individuals are authorized to take action relative to implementation of this plan.

CARL ANDERSON Silver Lake District Ranger Representing U.S. Forest Service	Representing Lake County

COUNTY ROAD B316

Grass Mixture Specifications

Siberian Wheatgrass	–	12 lbs/acre
Crested Wheatgrass	–	12 lbs/acre
Pubescent Wheatgrass	–	10 lbs/acre
Hard Fescue	–	4 lbs/acre

Fertilizer Specifications

Ammonium Phosphate with Sulfur

N	P	K
(16)	(20)	(0)

240 lbs per acre.

Area should be fertilized a second season also.

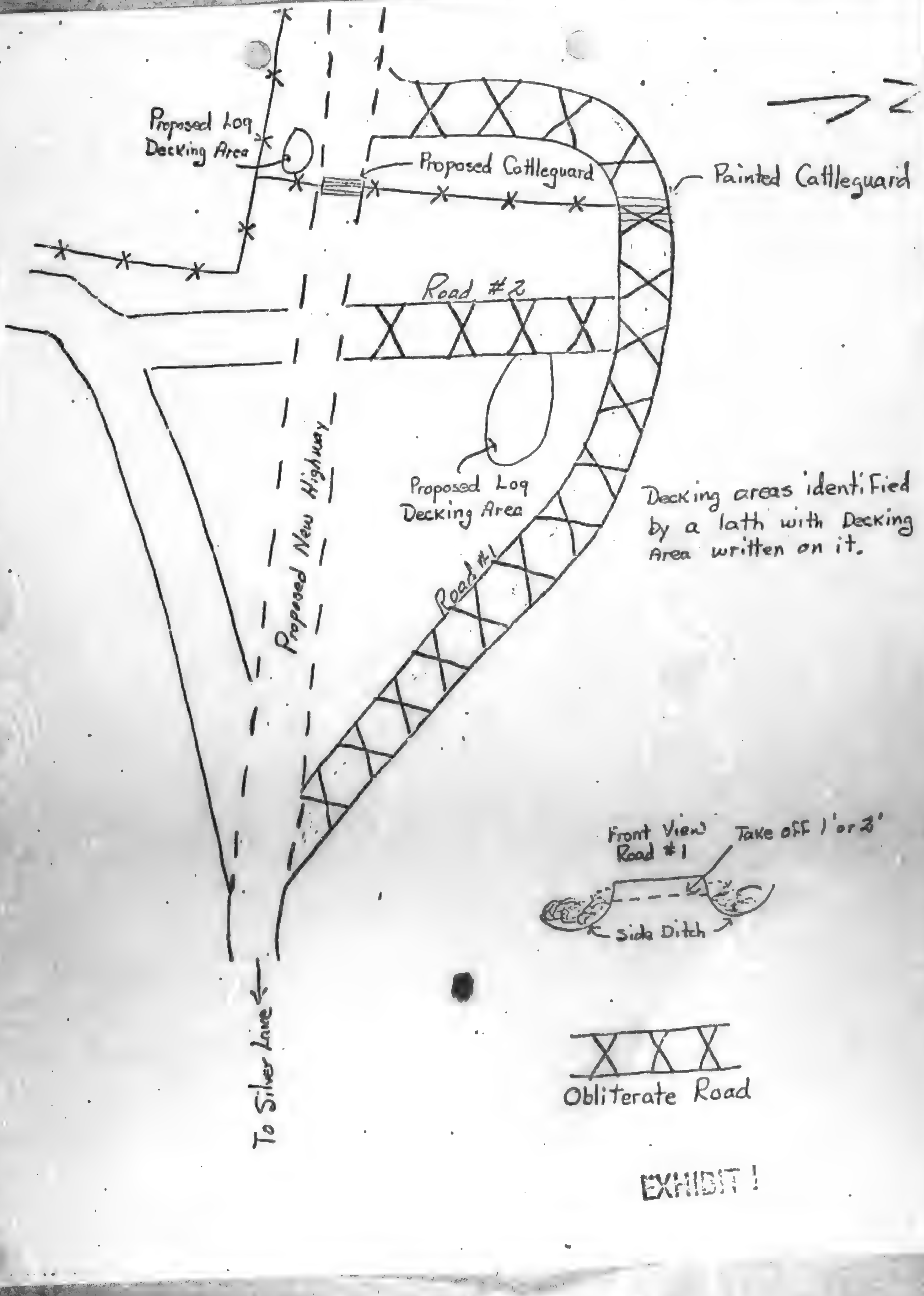
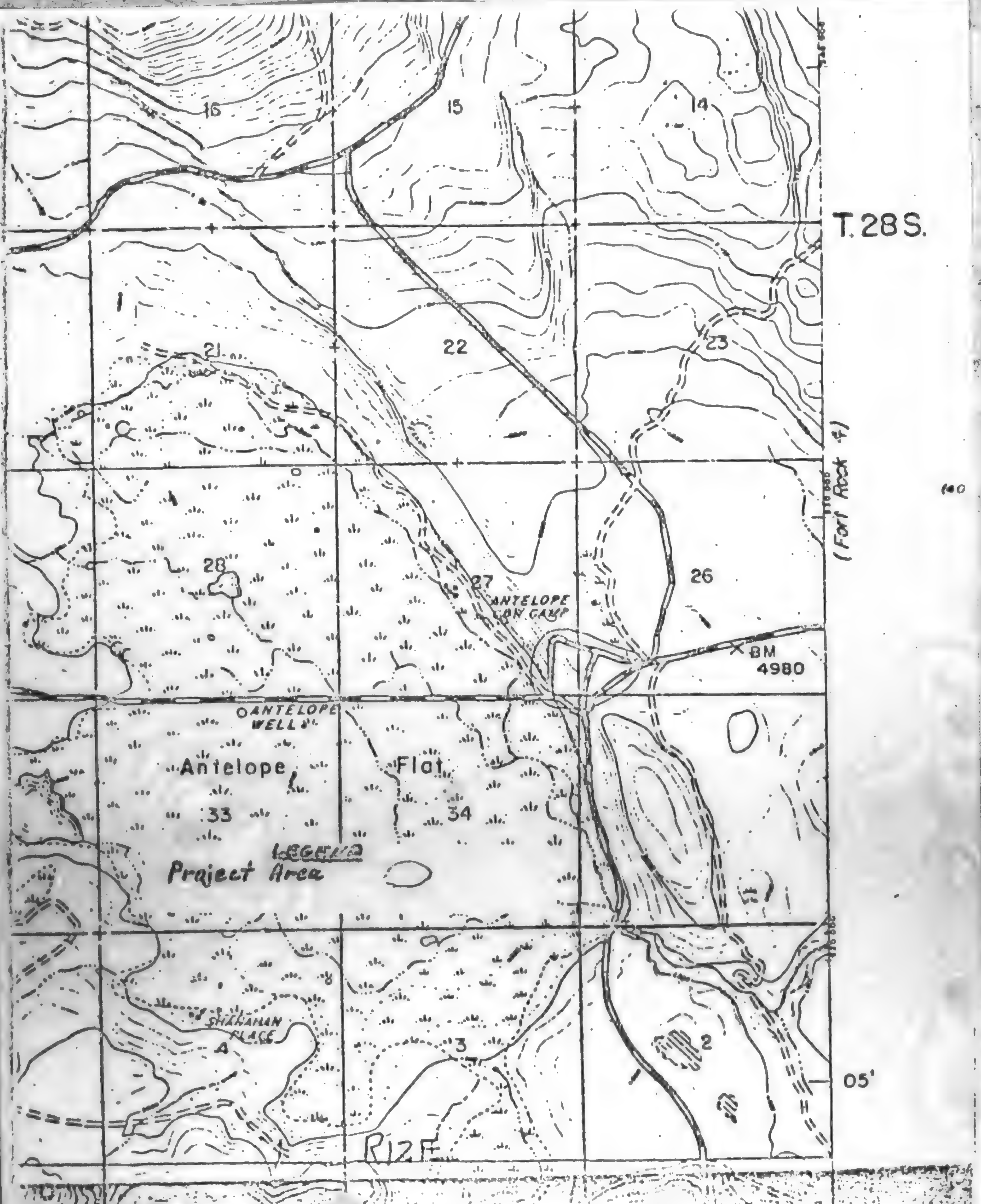

Proposed Log Decking Area
Proposed Cattleguard
Painted Cattleguard
Road #2
Proposed New Highway
Proposed Log Decking Area
Decking areas identified by a lath with Decking Area written on it.
Road #1
Front View Road #1
Take off 1' or 2'
Side Ditch
Obliterate Road
To Silver Lake

EXHIBIT !


16
15
14
T.28S.
21
22
23
(Fort Rock 4)
28
27
ANTELOPE CCC CAMP
26
BM 4980
ANTELOPE WELLS
Antelope Flat
33
34
LEGEND
Project Area
SHANAHAN PLACE
4
3
2
05'
R12E

8791

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 519-1924

Bend, Oregon 97701
December 18, 1978

FROM: R O H

SUBJECT: Buck Creek Road Realignment
FAS B 316
Lake County
Prefix No. 519-1924

TO: Frank Terpin
Location Engineer

Enclosed is location estimate and supporting data as follows for the subject project:

2 copies	Locating Engineer's Statement
2 copies	Narrative Report
2 copies	Geology Report and Material Source Data
1 copy	Statement of material sources and stockpile sites
3 rolls	X-sections, Units 1 & 2
1 roll	Profile, Units 1 & 2
1 roll	Mass Diagram, Unit 1
1 roll	Super runoff chart, Unit 2
1 book	Field notes, Units 1 & 2
1 print	Detail Map
1 roll	Mylar Detail Map
1 book	Field Notes
1 book	Coordinate Sheets
1 pad	Project Photos, Units 1 & 2
1 folder	Unit 1, containing the following: 4 copies Quantity and Cost Summary 1 copy Suggested Special Provisions 1 copy Signing and staging plans Various item computations, including earthwork and grades
1 folder	Unit 2, containing the following: 4 copies Quantity and Cost Summary 1 copy Suggested Special Provisions 1 copy Signing and staging plans Various item computation, including earthwork, coordinate sheets and grades

[illegible]

Copy of Detail Map has been sent to Lake County to be used for obtaining required right of way. Lake County is anxious to proceed with this project and would like completion of the grading by July or early August so that they can get it paved in 1979.

12/21/78 Called Region asked That John Hagadorn contact county and see if the county knows about the increase in the estimated cost, and if the county intends to do some of the work themselves

ROH:mr

encl
cc: Cobine

RECEIVED
DEC 19 1978
LOCATION SECTION

Returned to Carstensen 12/19/78

John said -yes 1/3/79

NARRATIVE REPORT

BUCK CR. RD. REALIGNMENT

FAS B-316

LAKE COUNTY

This survey was initiated in December 1977 as number one priority for Lake County, when the Authority for Survey and a partially completed project assessmemt were semt to Region for processing.
The Authority for Survey was finally approved in August 1978, and work commenced in October. The project was divided in two Units, Unit I, beginning 3.69 miles easterly from the Klamath County Line, and ending 10.46 miles westerly from State Hwy. #31. Overall length of Unit I is 0.80 miles. Unit II which begins 8.41 miles easterly of the Klamath County Line, and terminates 6.20 miles westerly from State Hwy. #31. Overall length of Unit II is 0.34 miles.

Standards and Typical Sections:

As a minimum, Geometric Design Standards for Highways Other than Freeways was used. The typical section called for a 30' top surface with 3:1 side slopes, subgrade shoulder at 19½' with a 1 foot ditch. The surfacing was originally recommended as 12-inch Aggr. Base, 2-inch leveling course and 3-inchs of asphaltic concrete. However during the course of the survey, and various discussions with Lake County, Surfacing Design, and Cost Analysis Sections the design was changed to 16-inchs of Cinder Base with 3-inchs of A.C. and then later on, Unit I was changed to 12-inch Select Subgrade with 4-inchs of Cinder Leveling.

Therefore the following is being recommended for each Unit.

	Unit I	Unit II
Select Subgrade	12"	-
Cinder Leveling or Base	4"	16"
A.C. by others(Lake County)	3"	3"
Total Surfacing Depth	19"	19"

On Unit I there is one road approach, and two road connections, and on Unit II there is only one road connection. The road crossing Unit I at Station 214+25 is to be abandoned.

A 10 foot snow removal area with ¼:1 backslopes is recommend on Unit I between Stations 208+50 to 216+00. This cut being solid rock also provides the select subgrade material as called for in the surfacing design.

Horizontal and Vertical Alignment:

In both Units, the primary concerning or objective was to improve the horizontal alignments. Unit I had two very dangerous curves, both about 20 degrees. The revised alignment calls for a maximum 2 degree. On Unit II the existing 14 degree curve was flattened to a 6 degree. Although as strange as it may seem, more accidents have occurred on Unit II rather than Unit I according to the Lake County Roadmaster, and local Forest Service officials. The vertical alignment has not changed substanially in either Units, maximum grade occurrs in Unit I at 7.66%. Vertical curves are at least minimum or greater according to AASHO standards.

Materials and Construction:

Excavation in Unit I consists primarily of solid rock between stations 208+00 to 217+00 (21,500 Cu. Yds.) total excavation 22,100 Cu. Yds. Since the cut, according to the drill cores has suitable granular material, we are calling for a selected subgrade material for the top 12-inch which will become part of the surfacing, and then Grid-Rolled Cinders on top for leveling. The Selected Subgrade material is also to be Grid-Rolled.

Unit II has about 3,000 Cu. Yds. of excavation required, and about 13,400 Cu. Yds. embankment necessary, therefore a borrow source is being proposed, and a pay quantity of Embankment in Place. Surfacing in this Unit is 16-inchs of Grid-Rolled Cinder Base. ?

Guardrail is proposed in both units where the fill heights vary from 8 to 17 feet, when 1½:1 or 2:1 slopes are proposed.

Material source for the Cinder Base is located approximately 3.7 miles westerly of Unit I, and is controlled by the Forest Service. Application has been made for its use. A borrow source for the embankment material needed in Unit II is being obtained from existing Borrow Pit owned by BLM (Lakeview District) which source is about 0.6 miles westerly from Unit II.

Lake County will provide the 3-inches of Cold Mix A.C. surfacing for both Units.

Drainage:

No drainage problems are estimated in either unit. The major drainage occurrs in Unit II, where an extension of an existing 72-inch C.M.P.(8 ga.) is proposed.

Stage Construction:

It is anticipated that stage construction in Unit I will be primarily on the west end where the existing highway takes off to the left, and where the difference in grades is about 8 feet maximum. The X-Sections indicate stage construction areas, and a plan detail shows the travel paths. No major problems are forseen during construction.

Special Provisions:

Although a separate document contains proposed special provision for both Units I, and II. The main changes are under section 203, where the top 12-inches of the subgrade is a select material which in turn becomes part of the surfacing design. In Shaping, and Compaction of this Select Subgrade the use of a Grid Roller, or Equiv. is recommended, and will be paid for in a separate line item. Also it is recommended that no separate measurement, and payment be made for ditch, and trench excavation due to the small quantities involved. A new Section 303 was added to cover the Grid-Rolled Cinder Surfacing which is self explanitory.

On Unit II the pay quantity for earthwork is Embankment in Place, and a borrow area is being set up for the material, however it will not be a mandatory source. Again Section 303 is added to cover the Grid-Rolled Cinder Base, it is our intention to pay only for the Cu. Yds. of Base which will include payment for the grid roller.

Summation:

Unit I, 0.80 miles in overall length, is estimated to cost $252,840, and Unit II is estimated at $117,940 for 0.34 miles. Both units are generally straight forward, and should not propose any construction problems. The right-of way is to be acquired by Lake County as per agreement, and preliminary contacts have been made by this office to both the Forest Service (Unit I), and BLM (Unit II). No private ownerships are involved.

Construction of this project is of the utmost concern to Lake County, and should be scheduled as soon as possible.

Wayne F Cobine

Wayne F. Cobine
Resident Engineer

11/28/78

GON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Buck Creek Road Unit 1
Highway FAS B-316 County Lake Prefix 519-1924
Length 0.80 Designer Draftsman Date 11-78
Signed Title

Grading & Drainage	$ 211533
Surfacing	$
Extra Work	
Total Extra Work	$
TOTAL	$ 211533
+ 20% Engineering and Contingencies	42307
Structures	
Total Structures	$
Right of Way	$
Total Estimated Cost	$ 253840

OREGON STATE HIGHWAY DIVISION

QUANTITY SUMMARY & COST ESTIMATE Sheet 2 of 2 Sheets

on Buck Creek Road Unit 1

ay County Lake Prefix 519-1927

d 0.80 mile Computations by DHB Date 11-16-78

ITEM	UNIT	QUANTITY	UNIT COST	$ AMOUNT
bilization	LS	8%		15670
porary Protection d Direction of Traffic	LS	3%		5705
porary Sign	Sq. ft.	213	6 50	1385
Type 1 porary Guard Rail	Lin ft	300	7 00	2100
gmen	hr	500	21 00	10500
aring and Grubbing	LS			2500
oval of Structures d Obstructions	LS			1000
eral Excavation	C. Yd.	27750	4 00	111000
hing Roadbed and Slopes	Mile	0.80	3000 00	2400
teration of Old Roadway	Sq. ft.	10600	1 00	10600
tering	M-Gal	400	10 00	4000
Roller / Tractor for select subgrade	hr.	125	45 00	5625
Grid Roller der Leveling Course	C. Yd	3250	3 90	12675
Culvert Pipe	Lin ft.	184	32 00	5888
d Rail Type 2	Lin ft.	800	8 50	6800
ed Rail Type 2A	Lin ft.	200	10 00	2000
rd Rail Anchors Type 'I'	ea	4	350 00	1400
End Pieces Type 'C'	ea	4	150 00	600
Cattle Guard	ea	1	7000 00	7000
e 1 Fence	Lin ft	990	1 50	1485
ic Posts	ea	33	20 00	660
ch Excavation	C. Yd	54	10 00	540

130158

PAGE TOTAL .... $ 211533

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Buck Creek Road Unit 2
Highway FAS 8-316 County Lake Prefix 518-1924
Length 0.34 mile Designer Draftsman Date 11-78
Signed Title

Grading & Drainage $ 83665

Surfacing $ 14621

Extra Work

$

Total Extra Work $

TOTAL $ 98286

+ 20% Engineering and Contingencies $ 19657

Structures

$

Total Structures $

Right of Way $

Total Estimated Cost $ 117942

OREGON STATE HIGHWAY DIVISION

QUANTITY SUMMARY & COST ESTIMATE Sheet 2 of 2 Sheets

Section Buck Creek Road Unit 2

Highway FAS B-319 County Lake Prefix 519-1924

LENGTH 0.34 Miles Computations by Date 11-78

ITEM	UNIT	QUANTITY	UNIT COST	$ AMOUNT
Mobilization	LS		8%	7300
Temporary Protection and Direction of Traffic	LS		3%	2650
Temporary Signs	Sq ft.	213	6^{50}	1385
Temporary Guard Rail Type 1	Lin ft	200	7^{00}	1400
Flagmen	hr	276	21^{00}	5796
Clearing and Grubbing	LS			1500
Removal of Structures and Obstructions	LS			1160
Ditch Excavation	C. Yd.	7	20^{00}	140
Embankment in Place	C. Yd	13500	3^{00}	40500
Trench Excavation	C. Yd.	38	20^{00}	760
Finishing Roadbed and Slopes	Mile	0.34	3000^{00}	1020
Obliteration of Old Roadway	Sq. Yd	1960	1^{00}	1960
Watering	M-Gal	188	10^{00}	1880
Grid Rolled Cinder Base	C Yd	3749	3^{90}	14621
72" CMP 8 ga. Culvert	Lin ft.	72	112^{00}	8064
30" Culvert Pipe	Lin ft.	60	50^{00}	3000
Guard Rail Type 2	Lin ft	300	8^{50}	2550
Guard Rail Type 2A	Lin ft.	100	10^{00}	1000
Guard Rail Anchors Type 1	ea	2	350^{00}	700
Rail End Pieces Type C	ea	2	150^{00}	300
Guide Posts	ea	30	20^{00}	600
				88336

PAGE TOTAL .... $

8991

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9/27/78	CC1893		519-1924

BILL TO: Code:

Lake County-Board of Commissioners
Courthouse
Vale, Oregon 97918
Attn: Everett Lawson - Co. Roadmaster

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the Advance Deposit of P.E. for the Buck Creek Road Alignment FAS B316.			

Advance Deposit Amount	$ 1,460.00
Advance Deposit Previously Transferred to Highway Fund	$ -
Balance	$ 1,460.00
Transfer to Highway Fund	$ 1,160.00
Refund Due	$ -
Partial or final request for billing	Partial
Number of the previous request in connection with this service.	

Amount Due . . . . . $

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved:

for Gerald W. Wimer

SP*35736-734

8991

August 22, 1978

Lake County
Board of Commissioners
Courthouse
Lakeview, OR 97630

Attn: Honorable George E. Carlon
Chairman

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Buck Creek Road Alignment, FAS B316.

Financial sharing of the preliminary engineering is:

Total P.E.	$20,600.00
Federal Funds	17,680.00
Balance	$ 2,920.00
Local Share:	
is ½ of $2,920.00 =	$ 1,460.00

Please make your check in the amount of $1,460.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Rec'd 9/12/78
Informed Region

Very truly yours,

H. W. Wimer
Local Government Manager

HR:lml

bc w/AD #490: Vern Skoog - Please return completed AD #490 when check is received.
Region 4 Federal Aid Engineer John Hagedorn

8-10-78

GENERAL FILES

2

8991

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-B 316(1)

STATE PROJECT NO. See below

COUNTY NAME Lake

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80348

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-10-78

FEDERAL ROUTE NUMBER Secondary B316

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Buck Creek Road Alignment

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage
☐ OTHER (Specify) and utility preparatory work
TEC NTE $20,500
F.F. $17,580

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's July 28, 1978 letter.

Swan
8-17

DATE 8-10-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8971

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 28, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 80348
Project No. RS-B316(1)
Buck Creek Road Realignment
Lake County

Attached is data for the subject project:

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering including archeological salvage and utility preparatory work as programed at an estimated total cost of $20,500 with an obligation of $17,580 in federal funds.

State Clearinghouse A-95 review letter of approval has been previously forwarded.

CL:tmw

Att.

cc: Dale Allen
H. Reynoldson

W

Budget Bureau No. 41-R2067
U.S

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	7-28-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd. Approx. 8 mi. W. of Silvies Lake	ADT	PRESENT DHV 15 110	FUTURE 170	YEAR 98	REGION 10	STATE NAME Oregon	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Preliminary Engineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS- NUMBER B316
CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary						COUNTY NAME Lake		
	NAME OF URBAN AREA 17-31 --						ROUTE NO. S	FEDERAL-AID B316	STATE Co. Rd.	U.S.

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		"Buck Creek Rd. Realignment"	1.20	20,500	17,580	1,460	1,460 (Co
5					ROW							
5					CONST (CODE)							

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	1.20	20,500	17,580	1,460	1,460 (Co
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24) (29)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

7-28-78

LOCATION (45 typewriter spaces)	**ADT**	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd. Approx. 8 mi. W. of ies Lake 68		DHV 15 110	170 (66) (70)	98 (71) (72)	10	Oregon	41 (2) (3)	075 (4) (9)	80348 (14) (18)

K (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
eering 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	RS- 14 20	B316 7	(1) 13	(24) (26)	27

Rural Secondary

--

COUNTY NAME	Lake	CODE 037 (14) (16)			PROGRAM STAGE ☐ 1 OR ☐ 2
ROUTE NO. S	FEDERAL-AID B316 (32)	STATE Co. Rd. (36) (37)	U.S. (41)		

ESTIMATED PROJECT COST BY PHASES

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
		"Buck Creek Rd. Realignment"	1.20	20,500	17,580	1,460	1,460 (Co.)	
W								
NST E)								ROW-60' normal; Access Control-none; Parking Restrictions-none.
	CL	PROJECT TOTALS	1.20	20,500	17,580	1,460	1,460 (Co.)	
AL DATES				(16) (23)	(24) (30)	REMARKS		

-OVER-

USCOMM DUSCOMM-DC 48905-P61

Buck Creek Road Realignment
Project No. RS-B316(1)

Existing Facility: 24 foot oil surface roadway with 3 foot gravel shoulders.

Adjacent Sections: Same as existing facility.

Project Data: Work under this project consists of preliminary engineering all phases including archeological salvage and utility preparatory work necessary for the future construction required to realign the roadway and reduce the degree of curvature at two separate locations. One area 4.4 miles east of Klamath Co. line to east 1 mile and the other area 8.6 miles east of Klamath Co. line to east .2 mile.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements:
State Clearinghouse: A-95 review letter of approval dated June 20, 1978.
District 11 Clearinghouse: This is a nonfunctioning clearinghouse.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on May 15, 1978.

FHPM 7-7-5 Requirements: In conformance with the Oregon Action Plan, Federal Statutes and Regulations.

Note: This project is in Congressional District No. 2.

8991 2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation, Hwy Division

PROJECT TITLE: Buck Creek Road Realignment

DATE: June 20, 1978

cc: G.L. Green
~~H~~.S. Coulter
F.E. Terpin
J.B. Boyd
J.H Versteeg
Gary Potter
W.J. Hart
Reg. Engnr. 4
Dist. Engnr. 11
Aeronautics Div.
B.L. Gifford

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

IVED
STATE HWY ENGR
JUN 26 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

8971

2

May 23, 1978

Lake County
Board of County Commissioners
Courthouse
Lakeview, OR 97630

Attention: Mrs. Fairy Hammersley
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6577

Gentlemen:

Attached for your records is a fully executed copy of an agreement for construction of Unit 1 and Unit 2 Realignment Section of Buck Creek Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm

Att.

cc Don Harwell (agree. att.)

8991

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: May 15, 1978

In reply refer to: HFO.4/5-OR

SUBJECT: RS-B-316(-)
Buck Creek Road Realignment
FAS B316
Lake County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Mgr., Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with your April 28, 1978, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

P V Reid
G. L. Green for

cc: [illegible]
Mr. D. H. Moehring, Proj Mgt
OSHD (Region 4, Env)

Environmental Section
May 17, 1978

cc: D. H. Moehring (2)
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design - Lab. Bldg.
Dale Allen
J. F. Gunter
R. J. Vancleave
Larry Asburry
[redacted]
B. L. Gifford

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAY 18 1978
File: PM FA
LG OP
TAA

(92)

8991

2

ROBERT W. STRAUB

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

May 9, 1978

TO Executive Department
Federal Aid Coordination Unit

Klamath-Lake Planning &
Coordinating Council
Lake County Courthouse
Lakeview, OR 97630

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 11
Section: Buck Creek Road Realignment
Highway: Lake Co. Road FAS-B316
County: Lake County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be June 9, 1978.

BLG:dmc

Attachment

cc: G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 4: Dale Allen
District 11: J. L. Gunter
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
MAY 10'78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway

03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310

04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563

01	12] PROJECT TITLE [71 Buck Creek Road Realignment

11	12] PROJECT LOCATION—CITY Lake Co. Road FAS-B316	PROJECT LOCATION—COUNTY Lake	PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Improve safety by reducing degree of curvature at two locations. Logging trucks

06 12] have difficulty in negotiating these curves due to sharpness and having to decelerate on an ascending grade. These curves also are shaded by the timber [71

07 12] which causes severe icing problems during the winter. [71

08 12] Two existing curves to be flattened to reduce degree of curvature. Old roadbed to be obliterated. [71

09 12] [71

10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	188,340	--	15,330	15,330	--	219,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways

15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: May 9, 1978	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 June	43] DAY [44 9	45] YEAR [46 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: May 9, 1978

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Nonmajor environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date April 28, 1978
Section Buck Creek Road Realignment
Unit (if appl)
County Lake
City
Highway FAS B316
State Hwy. No. 0519
Termini: M.P.(if appl) 3.5-4.8 & 8.3-8.6
Length 1.3 & 0.3
Region IV
Construction Estimate $219,000
Program Amount

B. Purpose of Project:

Improve safety by reducing degree of curvature at two locations. Logging trucks have difficulty in negotiating these curves due to sharpness and having to decelerate on an ascending grade. These curves also are shaded by the timber which causes severe icing problems during the winter.

C. Origin & History of Project:

Lake County Commission Priority #1 FAS-C Project.

D. General Description of Project:

Two existing curves to be flattened to reduce degree of curvature. Old roadbed to be obliterated.

Alignment: New ______ Existing ______ Combined xx
Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. - ; Parking -
Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. - ; Parking -
Traffic: Existing Facility: Existing ADT 110 ; Projected ADT ______ ; Yr. ______
Existing Level of Service ______
Proposed Facility: Projected ADT 110 ; Yr. ______
Projected Level of Service ______

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 2
Yes, No

Acres 10± ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined during preliminary engineering.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

Lake County Priority #1 FAS-C Project.

FHWA and/or OSHD approvals given, if any:

Oregon Transportation Commission approval on March 28, 1978.

Location or Design Alternatives (identify and describe):

No Build.

Other Descriptive Information or Comments:

To be constructed under traffic utilizing stage construction.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project area is typical high desert plateau, elevation 4,900 feet. The predominant vegetation is rabbit brush, sagebrush, juniper and Ponderosa Pine. The westerly end lies in an old lake bed, Antelope Flat. There are no drainage problems.

2. Cultural:

Buck Creek Road (FAS B316) is a major collector between The Dalles-California Highway and the Fremont Highway. This route is used extensively for log hauling.

The primary land use is cattle grazing.

A power line operated by Mid State Electric Co-op lies adjacent to the project and will require minor adjustment.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Since all land in this area is primarily used for timber and cattle grazing, there will be no significant impact in obtaining the new right of way. There are no residences or businesses in the area of taking.

2. Estimated Impact on Traffic Patterns:

No significant impact, traffic count to remain same.

Consequences--Air Quality, Noise, Safety, etc.:

Safety would be enhanced by decreasing the degree of curvature; air quality will not be affected.

3. Estimated Impact on Land Use:

No significant impact.

Consequences:

N/A

4. Expected Impact on Natural Ecological Resources:

There will be minimal loss of timber due to the relocation. No wetlands are affected.

Consequences: Loss of timber is not significant considering amount of timber in the area.

5. Expected Impact on Cultural and Scenic Resources:

No significant impact on scenic resources. A cultural resource survey will be required.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

No areas of critical concern have been identified.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With: Consistent with local land use plans and environmental standards

a. Clean Air Implementation Plans

b. Noise Standards - A noise study report is required.

c. Water Quality Standards

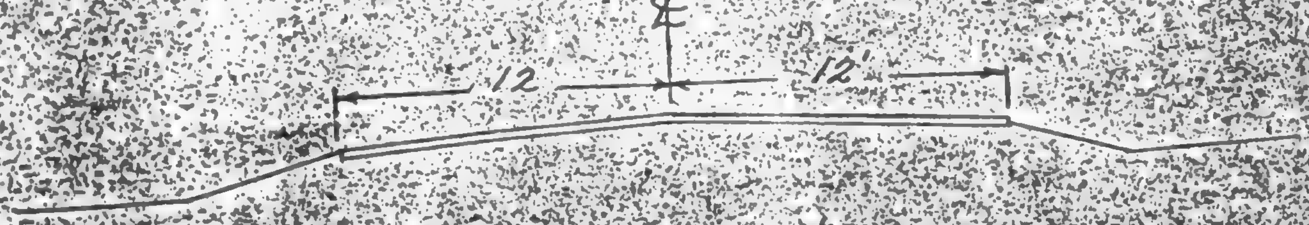
d. Area Land Use and Transportation Plans, and Zoning

C. Recommended Type of Action and Documentation:

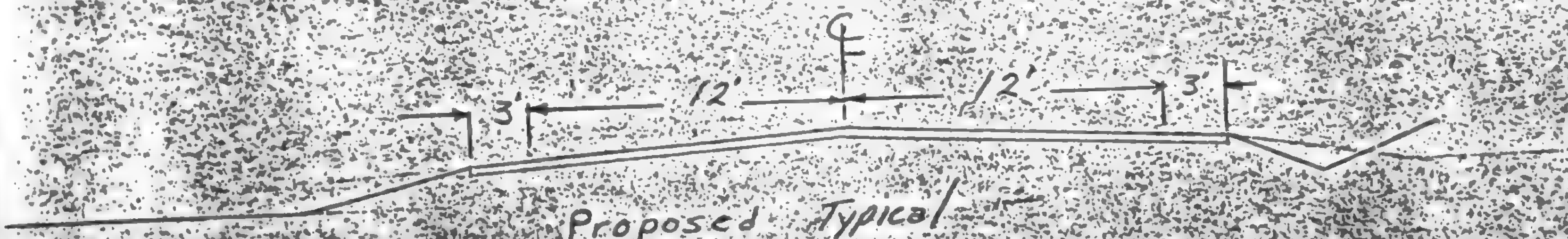
-------------MAJOR ACTION------------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4

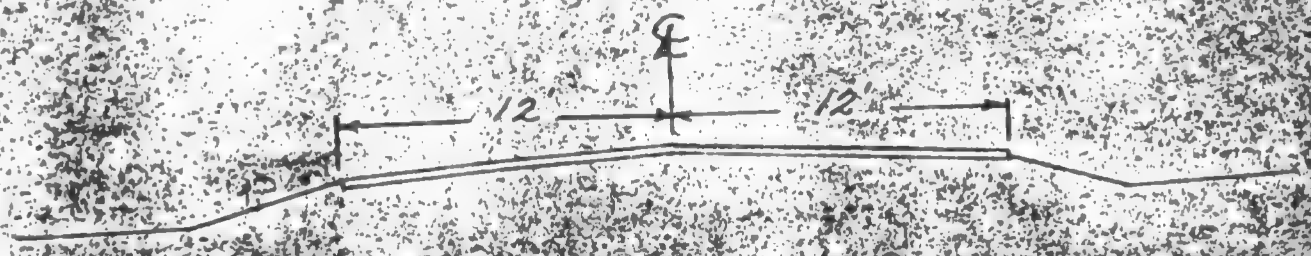


Existing Pavement

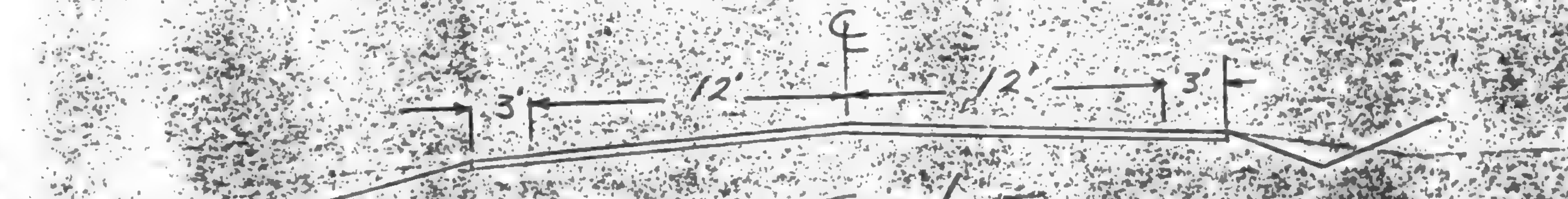


Proposed Typical

Buck Creek Road
Lake County
County Road No. 4-10
FAS No. 19-501

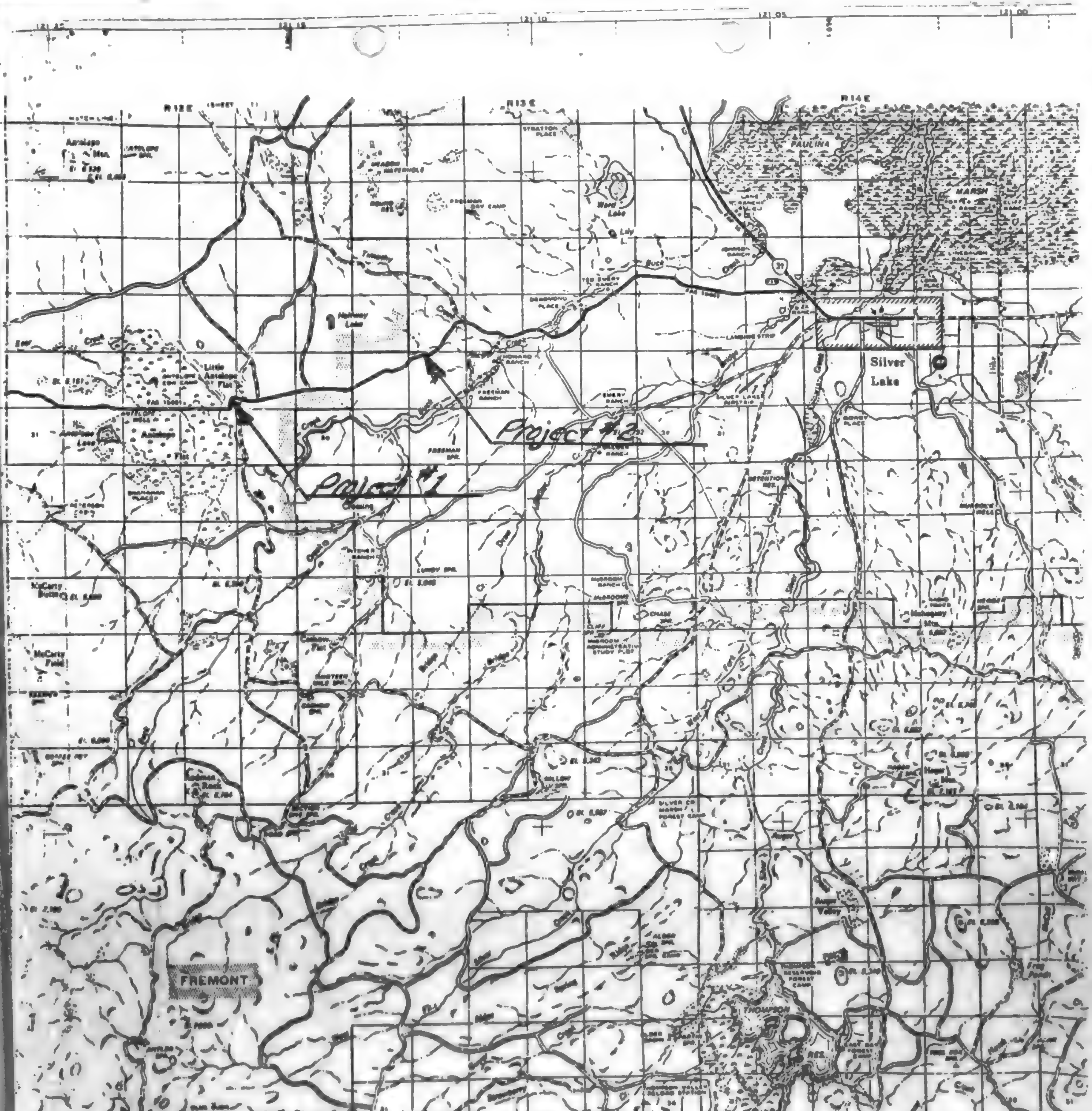


Existing Pavement

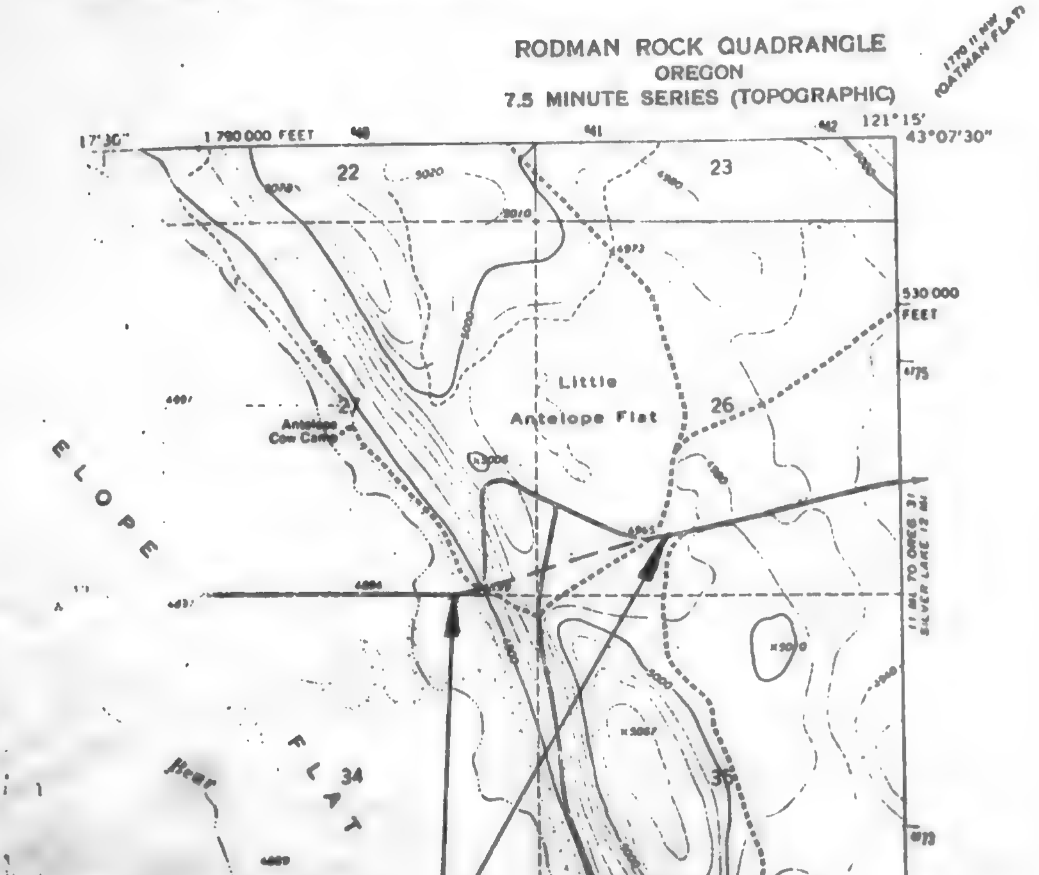


Proposed Typical

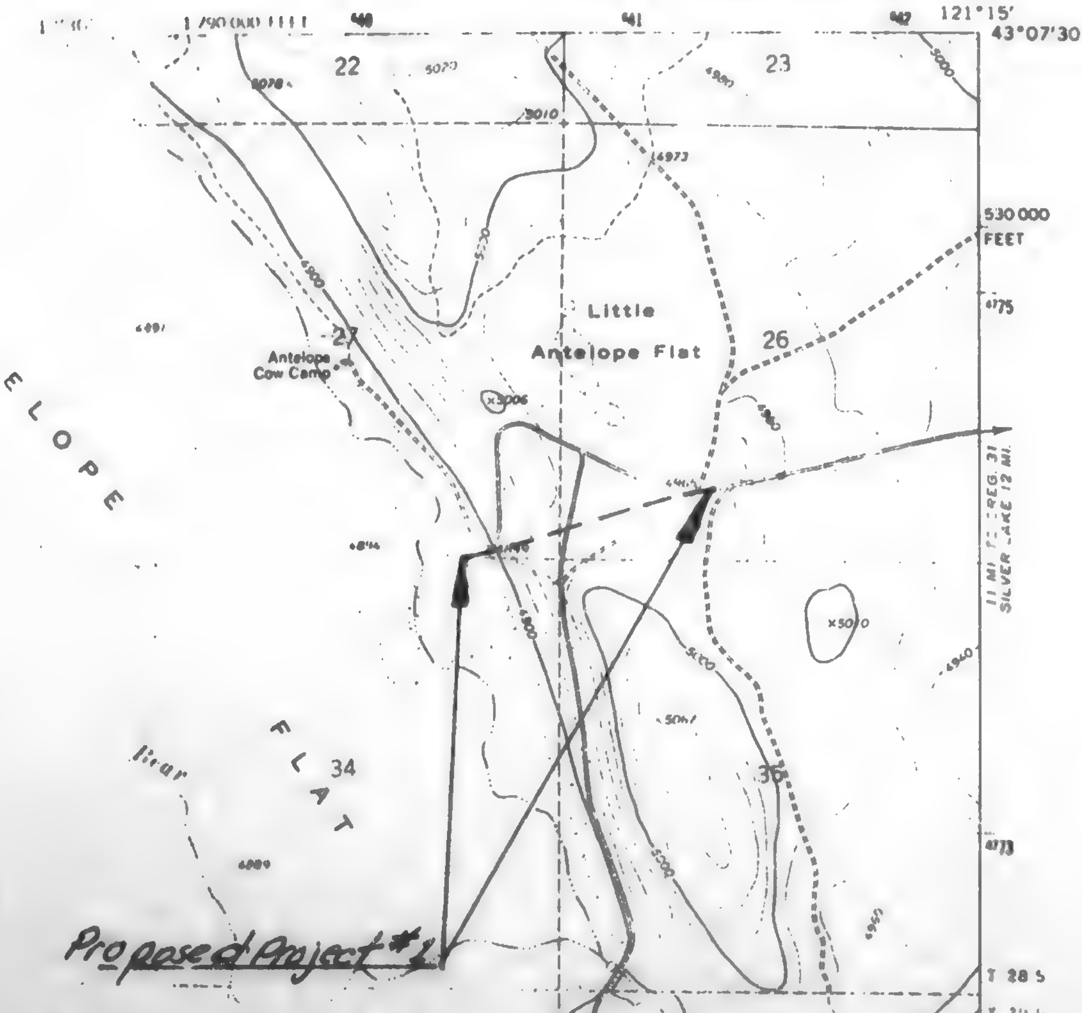
Buck Creek Road
Lake County
County Road No. 4-10
FAS No. 19-501

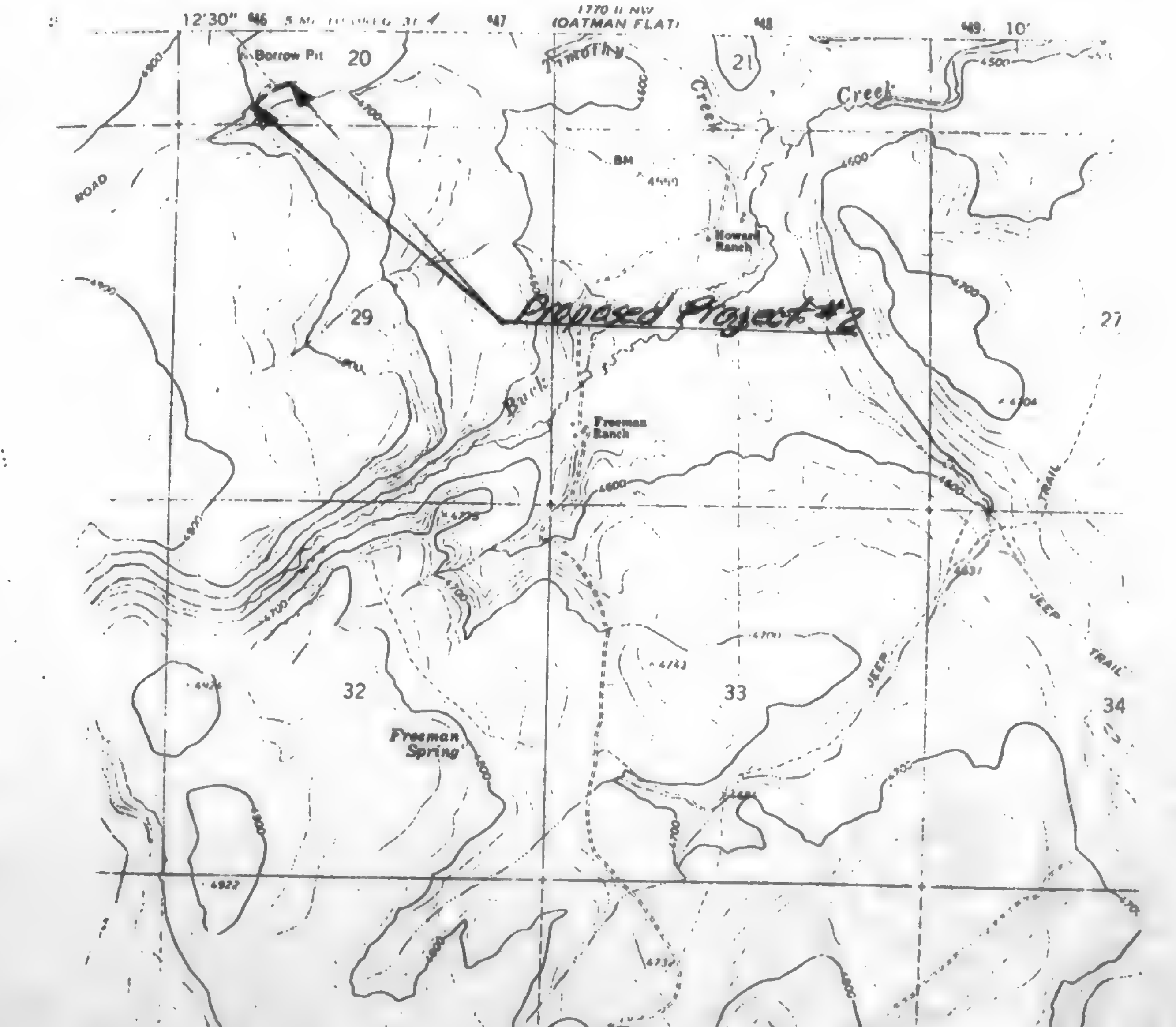

R12E
R13E
R14E
PAULINA
MARSH
Silver
Lake
Little
Antelope
Flat
Project #2
Project #1
Mahogany
Mtn
FREMONT
THOMPSON
RES.
NATIONAL
Round
Butte
Sycan
Butte

[redacted]


RODMAN ROCK QUADRANGLE
OREGON
7.5 MINUTE SERIES (TOPOGRAPHIC)
1770 II NW (OATMAN FLAT)
17'30"
1 790 000 FEET
121°15'
43°07'30"
22
23
27
26
34
35
3
2
530 000 FEET
Little Antelope Flat
Antelope Cow Camp
ELOPE FLAT
Creek
11 MI. TO OREG 31 SILVER LAKE 12 MI
T 28 S.
T 29 S.
Proposed Project #1

RODMAN ROCK QUADRANGLE
OREGON
7.5 MINUTE SERIES (TOPOGRAPHIC)


121°15'
43°07'30"
22
23
530 000 FEET
Little Antelope Flat
27
26
Antelope Cow Camp
ELOPE FLAT
34
35
SILVER LAKE 12 MI.
Proposed Project #1
T 28 S
Creek
3
2
11
(OATMAN FLAT)


12'30"
446
447
1770 II NW
(OATMAN FLAT)
448
449
10'
Borrow Pit
20
21
Timothy
Creek
Creek
ROAD
BM
4550
Howard Ranch
Proposed Project #2
29
27
Buck
Freeman Ranch
TRAIL
JEEP TRAIL
32
33
34
Freeman Spring
5
4
3
Bridge
TRAIL
8
9
10
Spring
Spring

8991

March 15, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT FAS-C Project Requests

On the consent calendar for the March 28 meeting will be two requests for approval of FAS-C Projects.

Crook County is requesting a $462,000 project to overlay a 8.4 mile segment of Ochoco Ranger Station Road and to replace a structure over Ochoco Creek.

The request from Lake County is for a $219,000 project to realign two sections of Buck Creek Road.

FAS-C funds for these projects are estimated at $585,660 with the State providing approximately $47,670 in match funds and a like amount being contributed by local government.

These projects have been investigated and are eligible for funding under the FAS-C program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Attachment
bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
Dale D. Allen, Reg. 4
D. N. Harwell
George Bell

LAKE COUNTY
Proposed FAS-C Project

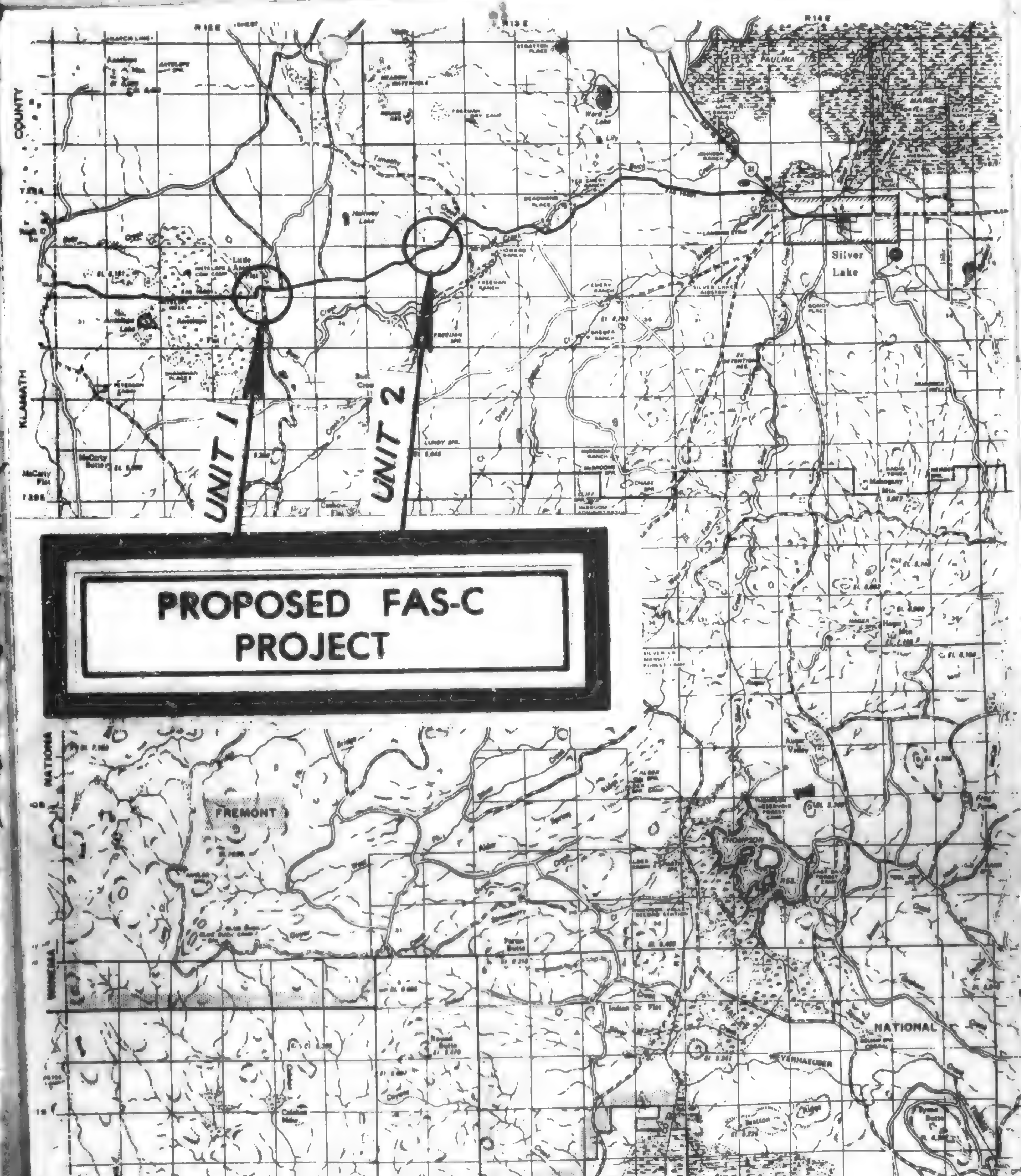
Buck Creek Road Realignment
Unit 1 and Unit 2
Grade and Base
1.2 miles
$219,000

This project consists of realigning two segments of Buck Creek Road to eliminate a severe curve in one area and to flatten a curve in another area.

Right-of-way will be acquired as a participating cost of the project.

State will perform the preliminary and construction engineering.

78-b
3-14-78


PROPOSED FAS-C
PROJECT
UNIT 1
UNIT 2
Silver Lake
PAULINA
MARSH
FREMONT
NATIONAL
SYCAN
KLAMATH
COUNTY
THOMPSON
Silver Lake Airstrip
Hager Mtn
Bald Butte

8991

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date February 28, 1978
Section Buck Creek
Unit (if appl)
County Lake
City
Highway FAS B316
State Hwy. No.
Termini: M.P.(if appl) area #1 Start 3.5 to 4.8
area #2 Start 8.3 to 8:6
Length #1 -1.3 Mile
#2 - .3 Mile
Region 4
Construction Estimate $219,000.
Program Amount

B. Purpose of Project:

To reduce the severity of two curves, to improve safety.

C. Origin & History of Project:

D. General Description of Project:

Existing curves will be flattened to reduce the degree of curvature. Width to remain 24'.

Alignment: New ____ Existing ____ Combined X
Typical Section: Existing: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____
Proposed: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____
Traffic: Existing Facility: Existing ADT 110; Projected ADT ____; Yr. ____
Existing Level of Service ____
Proposed Facility: Projected ADT 110; Yr. ____
Projected Level of Service ____

734-3953 (10-75)

Right of Way: Additional anticipated yes (Yes, No); if yes, give approx. No. Parcels 2

Acres 10±; Type of Relocation Req. None; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s):
None

Brief Description of River or Stream and Type of Involvement, if any:
None

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:
None

Location or Design Alternatives (identify and describe):

No Build

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project area is typical high desert plateau, elevation 4,900 feet. The predominant vegetation is rabbit brush, sagebrush, juniper and Ponderosa Pine. The westerly end lies in an old lake bed, Antelope Flat. There are no drainage problems effected.

The proposed project would not have an adverse impact on wildlife habitat.

2. Cultural:

Buck Creek Road (FAS B316) ia a major collector between The Dalles-California Highway and the Fremont Highway. This route is used extensively for log hauling.

The primary land use is cattle grazing.

A power line operated by Mid State Electric Co-Op lies adjacent to the project and will require minor adjustment.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   Minimal

2. Estimated Impact on Traffic Patterns:

   No significant impact.

   Consequences--Air Quality, Noise, Safety, etc.:

   Safety would be enhanced by decreasing the degree of curvature.

3. Estimated Impact on Land Use:

   No significant impact.

   Consequences:

   N/ A

4. Expected Impact on Natural Ecological Resources:

   No significant impact.

   Consequences:

5. Expected Impact on Cultural and Scenic Resources:

   No significant impact on scenic resources. Archaeological resources are not expected to be encountered.

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

7. Potential for Controversial Issues:

   None identified.

8. Potential for Consistency of Proposal With: Consistent with local land use plans and environmental standards.

   a. Clean Air Implementation Plans

   b. Noise Standards

   c. Water Quality Standards

   d. Area Land Use and Transportation Plans, and Zoning

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION------------------ ----NON-MAJOR ACTION-----

SIGNIFICANT: NON-SIGNIFICANT:

____ D & FEIS ____ D & F Neg.Dec. ____ ASSESSMENT ONLY

____ Section 4(f) ____ Section 4(f) ____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 ____ 3 ____ 4

8991

2

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
JAN 9 '78
REFER TO

FOR

Info	Inves	R/O	D/R	Sign	Act	File

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 6, 1978

George Carlon, Chairman
Lake County Board of Commissioners
Lakeview, Oregon 97630

Dear George:

Late last month, December 1977, in our meeting, several items were discussed regarding county road construction in Lake County.

You are aware that Lake County is the third county in Oregon that stands to lose FASC funds on May 1, 1978, if a project is not requested prior to that date. Based on the formula developed by AOC-ODOT the funds would be redistributed to other Oregon counties.

In regards to our conversation with the Board of Commissioners and Roadmaster Stewart, I believe you had a couple of possible projects:

1. Buck Creek Road, FAS 19-501, which is in need of curve revision & alignment. You mentioned that it would be desirable to commit funds for Preliminary Engineering, Right-of-Way, and Construction. A project request should be submitted immediately to Mr. Larry Asbury, Region Federal Aid Engineer in Bend.
2. Plush-Adel Road, FAS 19-102, is also in need of a grading and paving project, which should be considered in an additional application.

You will recall that Lake County has some approximately $239,000 in Federal Funds currently available which would enable a matched project of at least $280,000.

Your earliest consideration is requested.

Best to you and the county in 1978.

Very truly yours,

D. N. Harwell

D. N. Harwell
City-County Coordinator
Project Management Section

DNH:dmc
cc: F. B. Klaboe
H. S. Coulter ✓
Williams, (Asbury), Reg. 4

8991

PASB316

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January [illegible], 1978

FROM: Adele L. Egan Adele L. Egan
R/W Office Unit Supervisor

SUBJECT: Buck Creek Road
[redacted]
Fremont National Forest
Lake County

TO: J. H. Versteeg
Head of Engineering

Your assistance is requested to provide this office with a map, or maps, of the area involved in the realignment of two curves on the Buck Creek Road.

Unit one is a curve located in Sections 26 & 27, Township 28 S., Range 12 E., W.M. Unit two is located in Section 20, Township 28 S., Range 13 E., W.M.

Additional information on the location of these two projects is on the attached copy of the Authority for Survey.

If we can help in any way, please do not hesitate to ask.

Thank you.

mm/mp
Attach.

~~[illegible]~~
Christensen
George
Olson
Terpin
Sullivan
Scott
[illegible]

RECEIVED
JAN 0 5 1979
ENGINEERING SECTION

Trout
Eriksen F.E.
Do Not File ☐
Return To
Bring Up / /
Action

Copy of map handed to Adele Egan
1-9-79 F. Eriksen

8991

FEDERAL AID PROJECT REQUEST

Date December 21, 1977

Applicant Agency Lake County

Request for: Off-System ____, FAS-C X, FAUS ____ Project

Federal Aid Route No. 19-501 Route Name County Road No. 4-10

Project Name Buck Creek Realignment

Project Length 1.2 miles Project Location (Attach sketch map)

Project Description Preliminary engineering, construction engineering and right-of-way acquisition for grading and base.

Average Daily Traffic 110 Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24 feet Travel Lanes 2 Shoulders 3 feet

Medians ____ Parking ____

Sidewalks ____

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width 24 feet Travel Lanes 2 Shoulders 3 feet

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 feet Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

2. **Proposed Signalization:**

Location n/a

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? applicant

4. **Permanent Striping:**

Include in project or by applicant? n/a

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

n/a

2. **Proposed Illumination:**

Location n/a

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location n/a

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. **Proposed Structure:**

Location n/a

Approximate Size: Length Width

Are sidewalk/bikeways desired: no

Are any utilities to be attached to structure? no

Are provisions for illumination desired? no

Are there any unusual or complicating conditions? no

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Lake County Office
2. Environmental — State Office
3. Public Hearing — Lake County Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant______ State X Consultant______

2. Project construction engineering to be performed by:

Applicant_________ State X Consultant_________

3. Will applicant perform any work prior to or after award of contract?

Yes_________ No X

If "yes," describe briefly:_________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 200,000
Right-of-way costs (if participating)	4,000
Traffic control	
Illumination	
Structures	
Railroad	
Other	-
Preliminary engineering	15,000
PROJECT TOTAL	$ 219,000

Remarks_________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

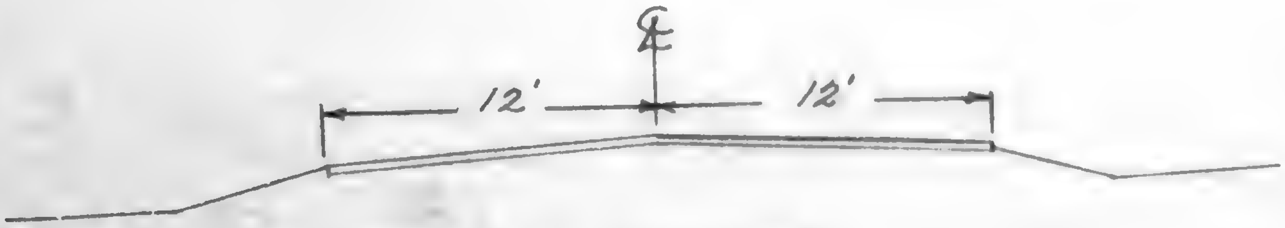
CITY OF _________ and/or LAKE COUNTY

By_________ By Denny Caylor

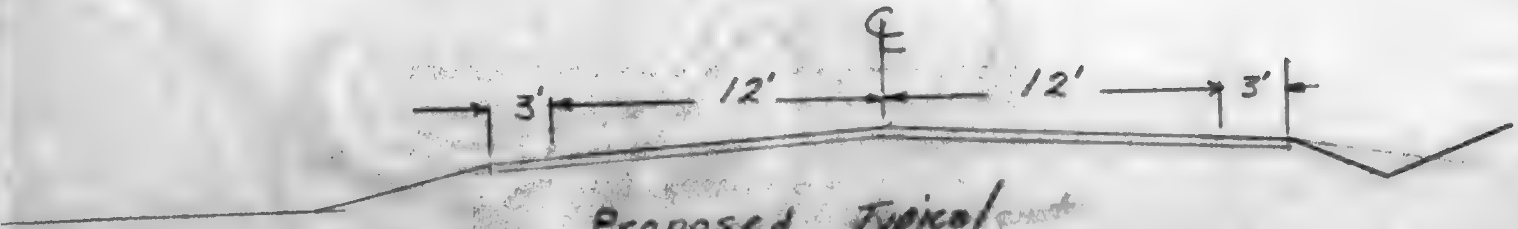
By_________ By Lewis Shaw

By Don Fitzgerald

(1976)



Existing Pavement



Proposed Typical

Buck Creek Road
Lake County
County Road No. 4-10
FAS No. 19-501

Form E-39 8971

Comm 3-28-78

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Date December 21, 1977

Section Buck Creek Road Realigment

Authorization No. 1

Highway F A S ~~19-501~~ B-316

Survey Prefix 519-1924 (Assigned by Salem office)

County Lake

Description of termini, route, length, etc.: Project area #1 begining at M.P. 4.40, which is easterly of the Klamath County Line 4.40 miles, and ending at M.P. 5.40 which is 9.60 miles westerly of the junction with the Fremont Highway. Project area #2, beginning at M.P. 8.60 and ending at M.P. 8.80, which is 6.20 miles westerly of the junction with the Fremont Highway. Overall length of project 1.20 miles.

Purpose of survey: Prepare plans, specifications, and estimate of cost for right of way acquisition and grading and base construction of the relocated sections.

RS-B316(1)
8-10-78

Estimate of cost:	Field	901	15,000
	Plans	905	2,000
	Soils	910	1,000
	R/W	909	1,000
	Liaison	913	1,000
	Specifications	921	500

Total estimated cost of survey	$ 20,500
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
Wayne F. Cobine
Wayne (F. Cobine Field Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval:
~~Construction~~ Engineer
Location

Approved:
~~State Highway Engineer~~
Tech. Serv. Mgr.

State Printing

ction - Buck Creek Road Prefix Auth. No. 1

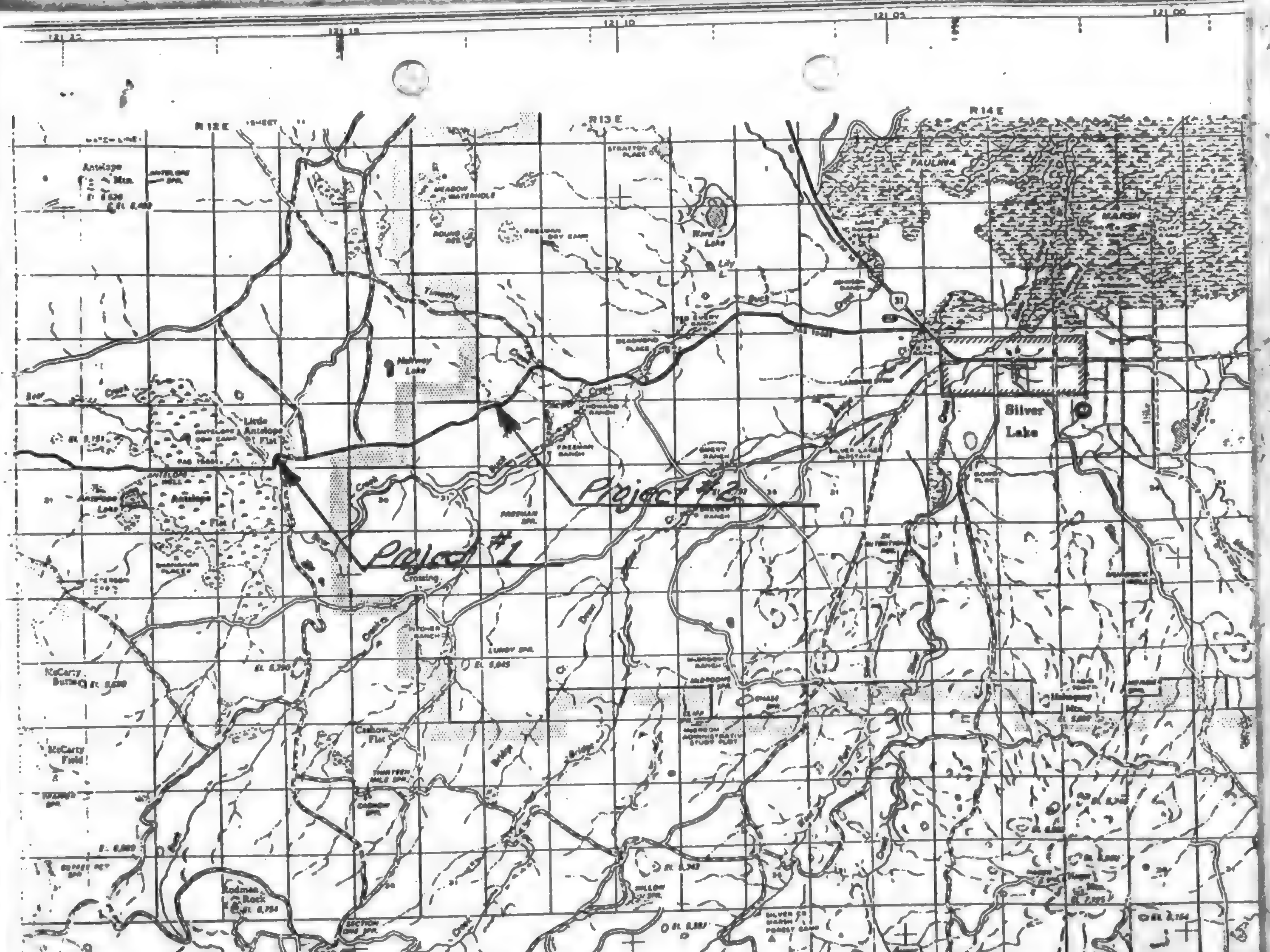
ighway FAS B316 Length 1.6 County Lake

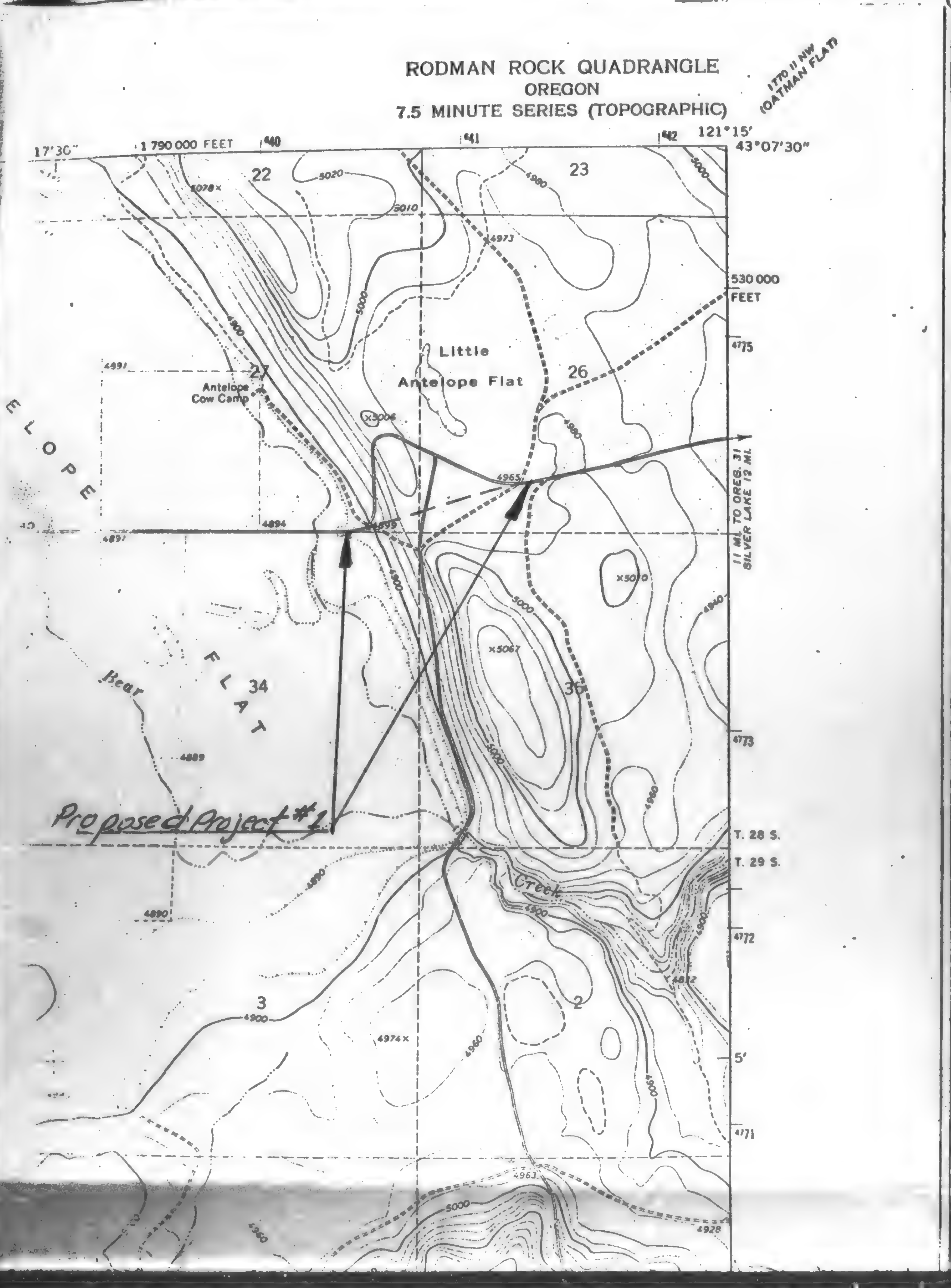
		Authorized	Spent to	Total Required
ield Survey	*(901)	15,000.		
itizen ~~Input~~ PARTICIPATION	*(902)			
onsultant	(904)			
inal Design	(905)			
ridge Design	(906)			
reliminary Design	(907)			
/W Descriptions	(909)			
oils & Geology	*(910)	1,000.		
raffic	*(911)			
andscape	(912)			
iaison	*(913)			
tility	*(914)			
hotogrammetry	(916)			
ocation Studies	(918)			
ngr. Graphics	(919)			
ffice Engineer	(920)			
pecifications	*(921)			
nvironmental	*(923)			
lanning	(924)			
oundation Exploration	*(926)			
eminars	(950)			
earings	*(980)			
qual Opportunity	*(985)			
TOTALS				

Field Office

ield Survey % Complete

emarks:

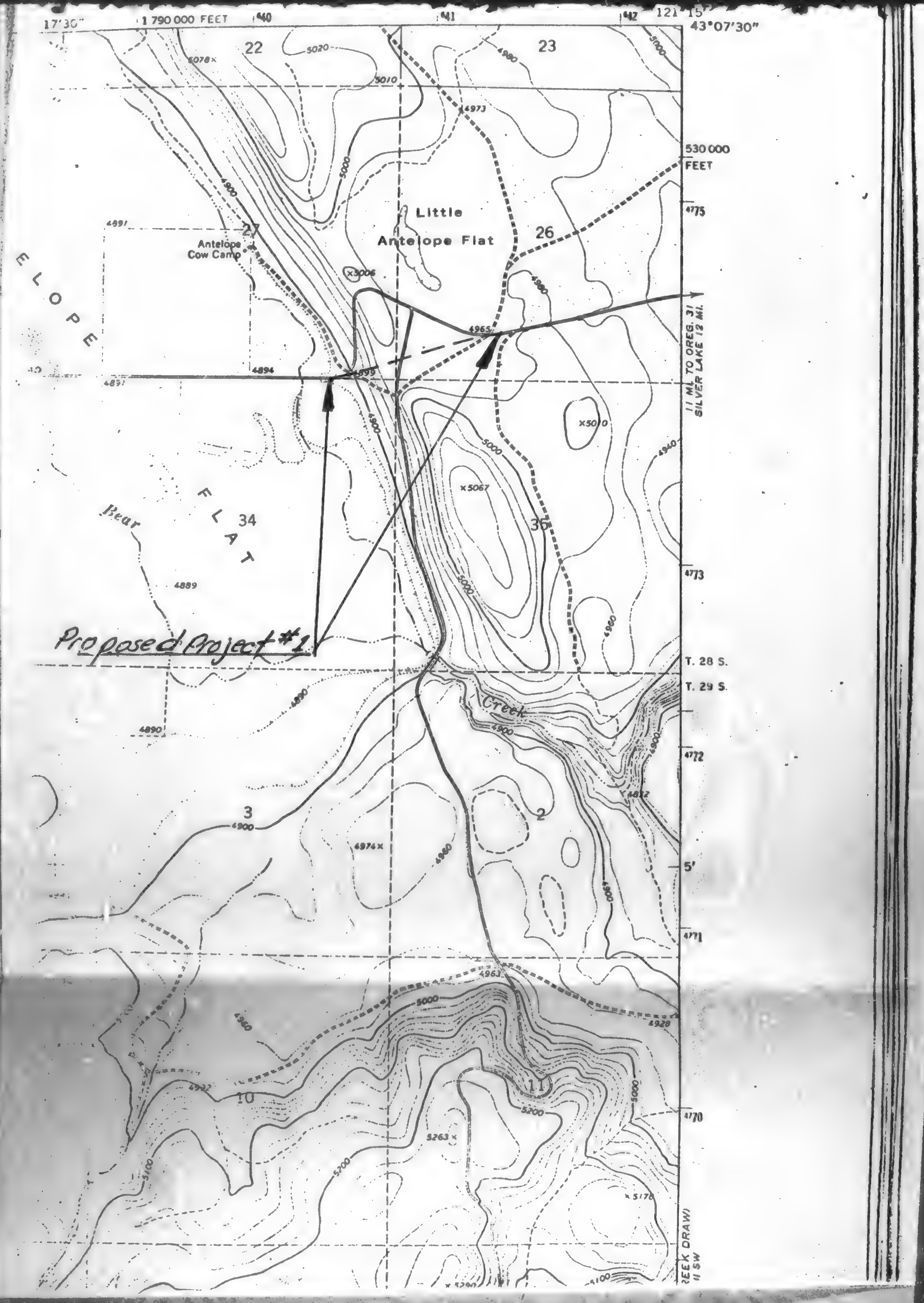

121 20
121 15
121 10
121 05
121 00
R12E
R13E
R14E
Antelope Mtn.
Stratton Place
Meadow Waterhole
Round Res.
Freeman Dry Camp
Ward Lake
Lily L.
Paulina
Marsh
Timothy
Buck
Halfway Lake
Creek
Little Antelope Flat
Antelope Cow Camp
Antelope Lake
Antelope Flat
Howard Ranch
Freeman Ranch
Freeman Spr.
Emery Ranch
Silver Lake
31
Project #2
Project #1
Crossing
Pitcher Ranch
Lundy Spr.
McCarty Butte
McCarty Field
Cashow Flat
Mahogany Mtn.
Rodman Rock
Silver Cr.
Bridge
FREMONT
Alder
Thompson Res.
Frog Ponds
Strawberry
Partin Butte
Guyer
Indian Cr. Flat
Round Butte
Calahan Mdw.
Coyote
Bratton Ridge
Weyerhaeuser
NATIONAL
Sycan Butte



RODMAN ROCK QUADRANGLE
OREGON
7.5 MINUTE SERIES (TOPOGRAPHIC)

Proposed Project #1

1770 II NW
(OATMAN FLAT)
17'30"
1 790 000 FEET
640
641
642
121°15'
43°07'30"
22
23
5020
5078×
5010
5000
4980
4973
530 000
FEET
4775
Little
Antelope Flat
26
27
Antelope
Cow Camp
4891
4900
×5006
4960
4965
4894
4899
ELOPE
FLAT
Bear
34
35
×5010
×5067
4940
11 MI. TO OREG. 31
SILVER LAKE 12 MI.
4773
4889
T. 28 S.
T. 29 S.
Creek
4890
4772
4812
3
2
4974×
5'
4771
4963
4928



Proposed Project #1

17'30"
1 790 000 FEET
640
641
642
121°15'
43°07'30"
22
23
5078×
5020
5010
4973
4980
5000
530 000
FEET
4775
Little
Antelope Flat
26
27
Antelope
Cow Camp
4891
ELOPE
×5006
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×5010
11 MI. TO OREG. 31
SILVER LAKE 12 MI.
×5067
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Bear
FLAT
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Creek
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5'
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4932
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5200
4770
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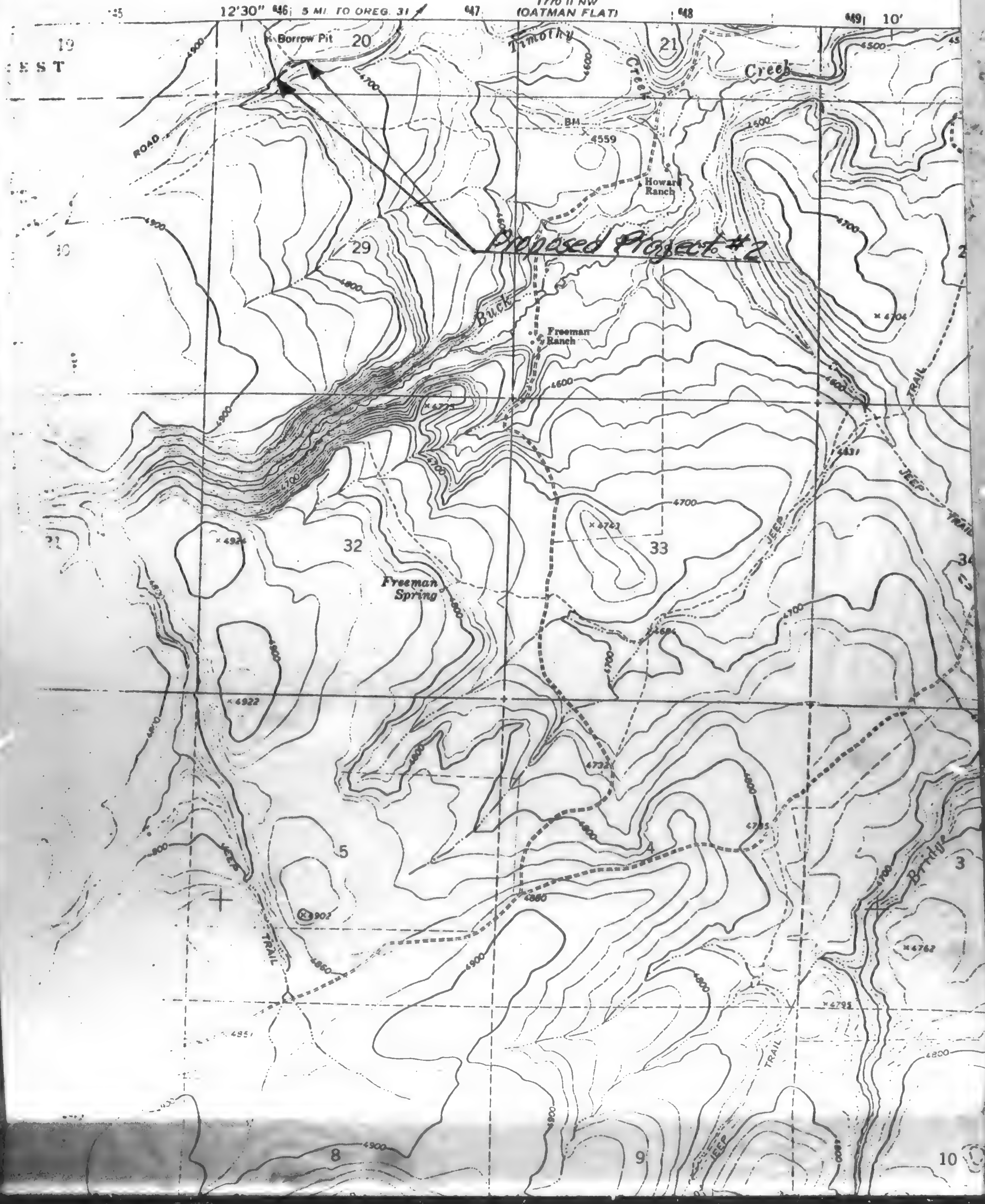
5100
5200
×5170
×5290
5100
REEK DRAW
II SW



12'30"
5 MI. TO OREG. 31
1770 II NW
(OATMAN FLAT)
10'
Borrow Pit
ROAD
Timothy
Creek
BM 4559
Howard Ranch
Buck
Freeman Ranch
4725
4742
4926
4922
Freeman Spring
4732
4785
4860
4902
4762
4795
4851
JEEP
TRAIL
Bridge
4700
4800
4900
4600
4500
4704
4631
4686
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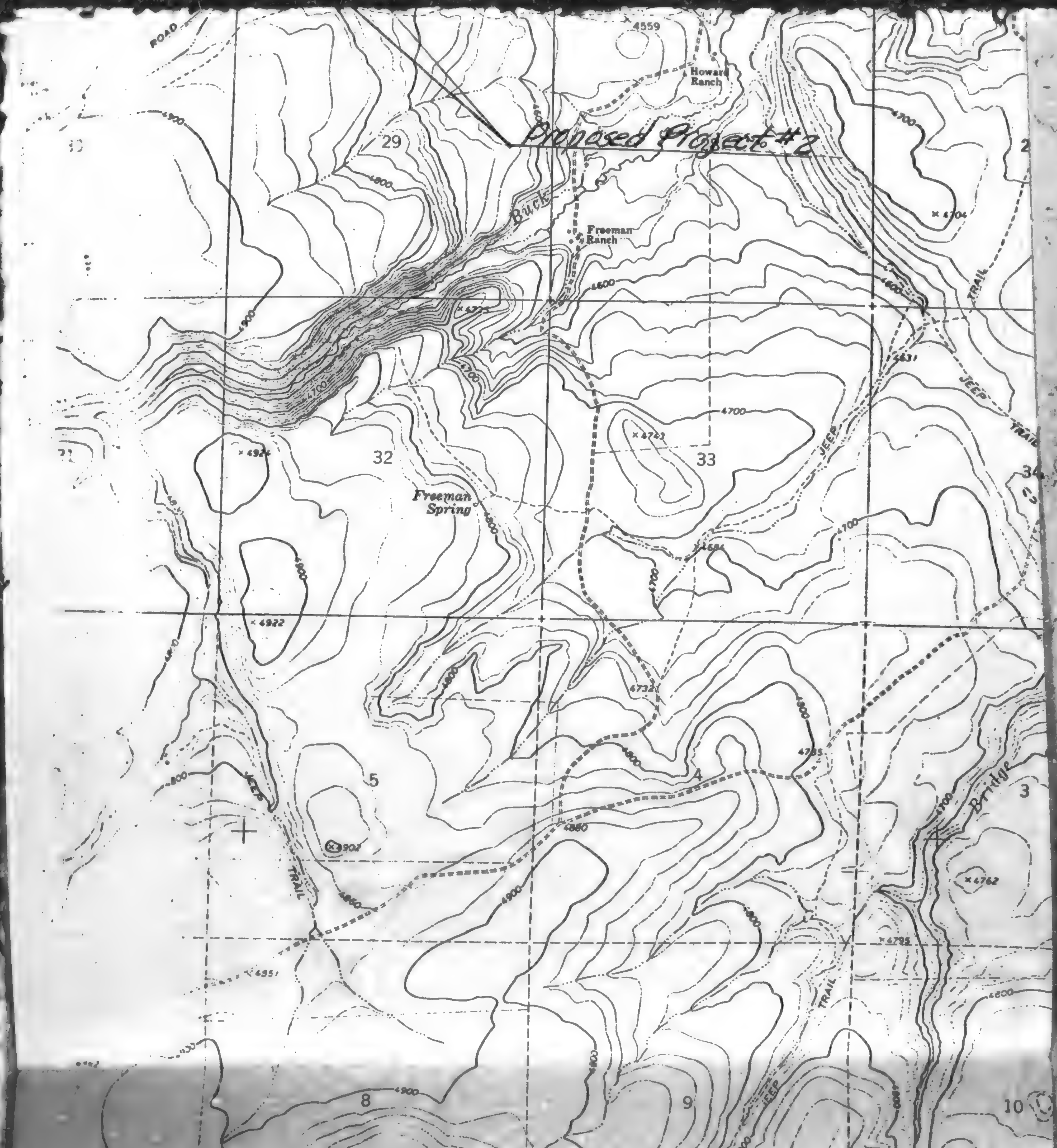
10

Proposed Project #2


ROAD
4559
Howard Ranch
Proposed Project #2
29
4900
4800
Buck
Freeman Ranch
4700
4704
TRAIL
4600
4775
4631
JEEP TRAIL
JEEP
4762
32
33
34
4924
Freeman Spring
4686
4922
4732
4785
5
Bridge
3
4903
TRAIL
4860
4951
4762
4795
8
9
10
Lundy Spring
South Spring
Draw
JEEP
4864
5000
Spring

1979 S.E. Crystal Springs 8992
Blvd.-S.E. Glenwood St. Sec.
(Gr. & pav.)

CxA 6343 3-10-78

8992

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

HIGHWAY DIVISION

INVOICE NUMBER

DATE 11/6/82	PURCHASE ORDER NUMBER	☐ PARTIAL ☒ FINAL	PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER CA 658

CODE

BILL TO:

City of Portland
City Treasurer
203 City Hall
Portland, OR 97204

CREDIT DISTRIBUTION

324.02	$9,287.27

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Settlement on IX-9699(1) S.E. Crystal Springs Blvd.-S.E. Glenwood St.	
Total Refund Due	$5,130.60

F YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

Gary Zehner PH: 1-800-452-7813 Ext. 86514 FOR CORRECTNESS OF CHARGES

OR Diane Galida PH: 1-800-452-7813 Ext. 85035 PREPARER OF INVOICE

REFUND ~~AMOUNT~~ DUE $ 5,130.60

PORTLAC 002434 Advance Deposit Amount	$ 84,500.00
Advance Deposit Previously Transferred to Highway Fund	$ 70,082.13
Balance	$ 14,417.87
Transfer to Highway Fund	$ 9,287.27
Refund Due	$ 5,130.60

SUBMITTED BY

Diane Galida

APPROVED BY

V.E. Skoog

RECEIV
OCT 25 19
ACCOUNTING

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 10/22/82

CITY: PORTLAND AGREEMENT NO: 6343 PROJECT NO: IX-9699(1)

CONTRACT NO: 8992 SECTION: SE Crystal Springs-SE Glenwood

PRELIMINARY ENGINEERING (Prefix No. 326-1902):

Resident Engineer	$ 1,275.94
Final Design	886.62
R/W Descriptions	2,872.56
Soils & Geology	1,933.29
Signing	64.44
R/W Liaison	460.95
Engineering Graphics	12.80
Project Management	244.19
Specifications	1,213.99
Administrative Services	49.21
Environmental Section	13.40
Work Performed by City	45,161.72
TOTAL	$54,189.11
Less Federal Funds	-46,450.19
CITY SHARE P.E.	$ 7,738.92

RIGHT-OF-WAY (Prefix No. 326-2557):

Appraisals	$ 14.81
Project Management	30.07
Engineering	2.70
TOTAL R/W	$ 47.58
Less Federal Funds	-40.82
CITY SHARE R/W	$ 6.76

CONSTRUCTION (Prefix No. 326-1019):

Payment to Contractor	$497,237.17
Credit for Liquidated Damages	(100.00)
Interest Paid Contractor	1.17
Deduction for Retainage Administration Costs	(16.04)
SFO #1 Adjust Water Facilities	4,587.66
Construction Engineering	76,512.83
SFO #2 Pavement Striping	2,103.62
SFO #3 Signing	2,189.48
Audit Expense	70.91

Project Management	137.54
Accounting Section	16.04
Construction Section	62.89
TOTAL CONSTRUCTION	$582,803.27
Less Federal Funds	-494,433.81
CITY SHARE CONSTRUCTION	$ 88,369.46

- SUMMARY -

CITY SHARE

Preliminary Engineering	$7,738.92	
Less Credit for Work by City	-6,412.96	
P.E. AMOUNT DUE FROM CITY		$ 1,325.96
Right-of-Way	$ 6.76	
R/W AMOUNT DUE FROM CITY		$ 6.76
Construction	$88,369.46	
Less City Advance Deposit	-84,500.00	
Less Credit for Work by City	-10,914.91	
CONST. REFUND DUE CITY		$ -7,045.45
Plus Overpayment made to City of Portland when Construction and Construction Engineering were reimbursed at .858 instead of the correct .85 Pro-Rata.		582.13
TOTAL REFUND DUE CITY		$ 5,130.60

8992

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-17-82

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER PERIOD
FROM: 11/17/77
TO: 5/26/81

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ Post FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX-9699(1)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 47.58	$ 47.58	85.80%	$ 40.82	$ 40.82	$ 0.00
45,161.75	45,161.75	85.80%	38,748.76	38,748.76	0.00
9,027.39	8,976.03	85.80%	7,701.43	7,701.43	0.00
72,766.07	72,766.07	85/00%	61,851.16	61,851.16	0.00
121,732.15	121,731.89	85.00%	103,472.11	103,472.11	0.00
388,308.03	387,188.87	85.00%	329,110.54	329,110.54	0.00
$637,039.97	$635,872.19	85.80%	$540,924.82	$540,924.82	$ 0.00

RECEIVED DIVISION OFFICE
BY
DATE

DIVISION OFFICE REVIEW MADE
BY
DATE 6/17/82

PASSED FOR PAYMENT
BY V.E. Skoog, Controller
DATE

REMARKS Oregon

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

S.E. Crystal Springs Blvd.-S.E. Glenwood St.
S.E. [illegible] Ave. Portland,
Multnomah County

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Preliminary Engineering					
	Type Code P.E.	All Required			$ 8,976.03	
	State	All Required			45,151.72	
	City of Portland				$ 54,127.75	
	Total Preliminary Engineering					
	Type Code R.O.W.	All Required			47.66	
	Acquisition Expense					
	Construction					
	Type Code 6701					
	Roadway (Sta. 0+32 To Sta. 28+19)	Lump Sum			496,672.34	
	Final Contract Payment Summary				4,587.62	
SFO	#1 Adjust water facilities (City of Portland)	All Required			2,103.62	
SFO	#2 Pavement Striping (City of Portland)	All Required			2,100.48	
SFO	#3 Signing (City of Portland)	All Required			505,863.[illegible]	
	Total Participating Construction					
	Construction Engineering	All Required			$ 7,488.[illegible]	
	State	All Required			68,472.97	
	City of Portland	Lump Sum			(170.00)	
	Liquidated Damages				$ 75,[illegible]	
	Total Participating Cost for Construction Engineering					
	Misc. Project Cost	All Required			70.91	
	Audit Expense				$636,872.13	
	Total Participating Cost					
	Nonparticipating Cost	All Required			$ 81.35	
	Preliminary Engineering (State)	Lump Sum			364.93	
	Final Contract Payment Summary	All Required			1.17	
	Interest on Final Payments	All Required			760.32	
	Construction Engineering				$ [illegible]	
	Total Nonparticipating Cost				$637,656.37	
	Total Project Cost					
	Prepared based on Participating Costs as shown on Federal Billing as of 6/24/82.					
	AMOUNT CARRIED FORWARD . .					

002
823

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

09/30/82

PREFIX	GRP FI	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
203-1013	18	XI -9698-001	33,672.82	41,012.22	39,487.47	85.00	33,672.82	33,672.82		
>403-1024	18	XI -9698-001	[illegible]	[illegible]	[illegible]	100.00	[illegible]	[illegible]		
203-1903	18	XI -9698-001	6,379.21	7,505.78	7,505.78	85.00	6,379.21	6,379.21		
>403-1916	18	XI -9698-001	102.09	102.09	102.09	100.00	102.09	102.09		
		PROJ TOTALS	40,487.71	49,053.03	47,538.19		40,487.71	40,487.71		
326-1019	18	XI -9699-001	329,110.54	388,305.06	387,188.87	85.00	329,110.54	329,110.54		
326-1019	88	XI -9699-001	103,472.11	121,732.15	121,731.89	85.00	103,472.11	103,472.11		
>426-1016	18	XI -9699-001	61,851.16	61,851.16	61,851.16	100.00	61,851.16	61,851.16		
326-1902	1	XI -9699-001	7,701.43	9,027.[illegible]	[illegible]	85.00	7,701.43	7,701.43		
>426-1903	18	XI -9699-001	38,748.76	38,748.76	38,748.76	100.00	38,748.76	38,748.76		
326-2567	18	XI -9699-001	40.82	47.58	[illegible]	85.00	40.82	40.82		
		PROJ TOTALS	540,924.82	619,712.10	618,544.29		540,924.82	540,924.82		
326-1028	2	XI -9699-002	126,505.00	118,609.74	118,582.01	85.00	100,794.71	100,794.71		
326-1933	1	XI -9699-002	5,200.00	6,058.[illegible]	6,058.[illegible]	85.00	5,196.49	5,196.49		
>426-1904	1	XI -9699-002	10,600.00	10,361.[illegible]	10,361.[illegible]	100.00	10,361.[illegible]	10,361.[illegible]		
326-2556	1	XI -9699-002	34,787.98	49,199.[illegible]	[illegible]	85.00	41,819.[illegible]	34,787.98	7,031.47 8	
		PROJ TOTALS	177,092.98	184,229.83	184,202.10		158,174.54	161,143.07	7,031.47	
326-1981	1	XI -9699-003	17,700.00	25,011.06	24,624.06	85.00	21,127.43	17,700.00	3,427.43 8	
>426-1925	1	XI -9699-003	46,600.00	46,600.00	46,600.00	100.00	46,600.00	46,600.00		
		PROJ TOTALS	64,300.00	71,611.06	71,224.06		67,727.43	64,300.00	3,427.43	
326-2570	1	XI -9699-004	425,000.00	367,141.13	367,142.63	85.00	312,071.24	312,051.34		19.90
326-1051	1	XI -9699-005	1098,908.00	649,961.07	649,940.88	85.00	552,449.75	552,366.09		83.66
>426-1036	1	XI -9699-005	60,000.00	33,065.98	33,065.98	100.00	33,065.98	33,065.98		
		PROJ TOTALS	1158,908.00	683,027.05	683,006.86		585,515.73	585,432.07		83.66
>203-1913	18	XI -9702-003	4,364.78	5,382.11	5,135.04	85.00	4,364.78	4,364.78		
>403-1917	18	XI -9702-003	596.05	596.05	596.05	100.00	596.05	596.05		
>403-1925	18	XI -9702-003				100.00				
		PROJ TOTALS	4,960.83	5,978.16	5,731.09		4,960.83	4,960.83		
326-1001	8X	XI -9704-004	690,200.00	804,579.91	810,877.74	85.00	689,246.08	689,217.47		28.61
>326-1026	1	XI -9704-004	91,800.00	108,347.50	107,927.25	85.00	91,738.16	91,729.13		9.03
>326-1025	8	XI -9704-004				85.00				
		PROJ TOTALS	782,000.00	912,927.41	918,804.99		780,984.24	780,946.60		37.64
303-1911	1	XI -9714-002	4,675.00	81.22	81.22	85.00	69.04	69.04		
>303-1906	18	XI -9714-003	12,868.41	15,204.41	15,139.30	85.00	12,868.41	12,868.41		

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                                                                                 AUGUST 1982         PAGE 294
TOTAL TO DATE JOB COST SUMMARY                                                      FISCAL           GRAND TOTAL    ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX     FUNCTION   OR   CURRENT MONTH   YEAR TO DATE         TO DATE       BEG  END
                                   426   1015     598       00 N 9        .96             .96         15,641.16CR    80   81
                                   426   1015     903       00 P 1                                    15,641.16
                                                  TOT          P1                                     15,641.16
                                                  TOT          N9       .96CR           .96CR         15,641.16CR
                                                  TOT          N9        .96              .96
                                               ** JOB TOTALS **           **              **                    **

                                                                                                                   STATE
  SE CRYSTAL SP BLVD 39TH          CONT NO      X FA PROJ NOS XI  699001 100                           1,788.08     82   82
                                   426   1016     270       02 P 1                                     1,861.06     82   82
                                   426   1016     270       03 P 1                                    61,851.16CR   80   82
                                   426   1016     598       00 N 9                                    58,202.02     80   82
                                   426   1016     903       00 P 1
                                                  TOT          P1                                     61,851.16
                                                  TOT          N9                                     61,851.16CR
                                               ** JOB TOTALS **           **              **                    **

                                                                                                                   STATE
  ROSS ISLAND BR-SE 50TH           CONT NO        FA PROJ NOS XI  020008 100                          15,410.27CR   80   81
                                   426   1017     598       00 N 9                                    15,410.27     80   80
                                   426   1017     903       00 P 1                                    15,410.27
                                                  TOT          P1                                     15,410.27CR
                                                  TOT          N9
                                               ** JOB TOTALS **           **              **                    **

                                                                                                                   STATE
  N NEWMAN AVE-N WOOLSEY AVE       CONT NO 0000   FA PROJ NOS SOS 601002  42 SOS 601003  52 SOS 601006  06
                                                                                                      10,962.40CR   81   81
                                   426   1018     598       00 N 9         4.82CR          4.82CR                   81   82
                                   426   1018     900       00 P 1         5.97CR          5.97CR                   81   82
                                   426   1018     900       00 P 2          .69CR           .69CR                   81   82
                                   426   1018     900       00 P 3      1,802.44        1,802.44         6,406.64   80   82
                                   426   1018     903       00 P 1      2,231.57        2,231.57         7,932.02   80   82
                                   426   1018     903       00 P 2        257.49          257.49           915.24   80   82
                                   426   1018     903       00 P 3
                                                  TOT          P1       1,797.62        1,797.62         6,406.64
                                                  TOT          P2       2,225.60        2,225.60         7,932.02
                                                  TOT          P3         256.80          256.80           915.24
                                                  TOT          N9                                     10,962.40CR
                                               ** JOB TOTALS **         4,280.02  **    4,280.02  **     4,291.50  **

                                                                                                                   STATE
  PRTLD-BIKE PARKING FACILITIES CONT NO           FA PROJ NOS BBP 041003 100                          10,742.42CR   82   82
                                   426   1019     598       00 N 9        948.33          948.33        11,690.80     82   82
                                   426   1019     903       01 P 1        948.33          948.33        11,690.80
                                                  TOT          P1                                     10,742.42CR
                                                  TOT          N9                                        948.38  **
                                               ** JOB TOTALS **           948.33  **      948.33  **

                                                                                                                   STATE
  PRTLD-PROMO BK COMMUTER SV       CONT NO        FA PROJ NOS BBP 041008 100                           1,098.98CR   82   82
                                   426   1020     206       01 P 1
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                                                                                          AUGUST 1982        PAGE 725
TOTAL TO DATE JOB COST SUMMARY
                                                                                             FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX        FUNCTION   GR   CURRENT MONTH      YEAR TO DATE          TO DATE
                                   326    1901        922         00 P 1                                           [illegible]
                                   326    1901        923         00 P 1                                        21,175.03
                                   326    1901        [illegible] 00 P 1                                         1,061.29
                                   326    1901        [illegible] 00 P 1                                           272.85
                                   326    1901        [illegible] 00 P 1                                           149.29
                                   326    1901        [illegible] 00 P 1                                         1,758.73
                                   326    1901        [illegible] 00 P 1                                       22[illegible],812.2[illegible]
                                                      TOT         P1               44.71            281.98    3[illegible],341.96
                                                      TOT         P2                                                2,091.66
                                                      TOT         N1                                   67.75  22[illegible],[illegible]96.82
                                                   ** JOB TOTALS **                44.71 **        349.73 **  22[illegible],[illegible]96.82 **

                                                                                                                          STATE
SE GLENWOOD-CRYSTAL SPRGS        CONT NO       * FA PROJ NOS XI   6[illegible]001 100                       7,701.43CR
                                   326    1902        296         00 N 9                                        7,701.43
                                   326    1902        298         00 N 9                                        1,225.[illegible] ✓
                                   326    1902        901         00 P 1                                          [illegible].62 ✓
                                   326    1902        905         00 P 1                                        2,872.56 ✓
                                   326    1902        909         00 P 1                                        1,923.20 ✓
                                   326    1902        910         00 P 1                                           64.44 ✓
                                   326    1902        911         00 P 1                                          460.95
                                   326    1902        913         00 P 1 R/w Liason                                12.80
                                   326    1902        919         00 P 1                                          192.83
                                   326    1902        920         00 P 1                                           51.36
                                   326    1902        920         00 N 1                                        1,213.98
                                   326    1902        921         00 P 1                                           49.21
                                   326    1902        922         00 P 1                                           13.40
                                   326    1902        923         00 P 1                                        8,976.03
                                                      TOT         P1                                               51.36
                                                      TOT         N1
                                                   ** JOB TOTALS **                     **               **    9,027.39 **

                                                                                                                          STATE
SE BYBEE @ 23, TOLMAN/17         CONT NO       * FA PROJ NOS XI   00C006 100                                   255.08
                                   326    1904        295         00 N 9                                        1,408.37CR
                                   326    1904        296         00 N 9                                        1,153.29
                                   326    1904        298         00 N 9                                           49.75
                                   326    1904        901         00 P 1                                          237.5[illegible]
                                   326    1904        905         00 P 1                                           41.41
                                   326    1904        909         00 P 1                                           64.21
                                   326    1904        910         00 N 1                                          [illegible].20
                                   326    1904        911         00 P 1                                          391.20
                                   326    1904        921         00 P 1                                            9.06
                                   326    1904        922         00 P 1                                        1,344.16
                                                      TOT         P1                                               64.21
                                                      TOT         N1
                                                   ** JOB TOTALS **                     **               **    1,408.37 **

                                                                                                                          STATE
UPRR XING @LEWIS ST&105TH ST     CONT NO       * FA PROJ NOS RRO 00S002 100                                 2,700.00CR
                                   326    1905        296         00 N 9
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TOTAL TO DATE JOB COST SUMMARY                                     AUGUST 1982       PAGE  260
                                                                      FISCAL         GRAND TOTAL    ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX    FUNCTION   GR  CURRENT MONTH   YEAR TO DATE      TO DATE       BEG   END

                                                                                                 STATE
  SW CAPITOL HWY-SW HUBER,PORT  CONT NO 8981 X FA PROJ NOS XI  407003 100
                                 326   1018    201      00 P 1                                 61,127.31     79    82
                                 326   1018    201      00 N 1                                    300.00CR   80    80
                                 326   1018    206      00 N 1                                     75.31     80    80
                                 326   1018    220      01 P 1                                  1,146.10     80    81
                                 326   1018    282      00 P 1                                  1,973.86     80    80
                                 326   1018    295      00 N 9      858.08       1,668.08       5,058.06     79    82
                                 326   1018    296      00 N 9      858.08CR     1,668.08CR    66,867.72CR   79    82
                                 326   1018    298      00 N 9                                 60,809.69     79    81
                                 326   1018    900      00 P 1                                  6,882.27     79    81
                                 326   1018    915      00 P 1                                    293.07     81    81
                                 326   1018    920      00 P 1                                     67.23     79    79
                                 326   1018    945      00 P 1                                     11.94     81    81
                                 326   1018    948      00 N 1                                     26.81     82    82
                                 326   1018    985      00 P 1                                     39.03     80    80
                                               TOT      P1                                     71,540.81
                                               TOT      N1                                        198.88CR
                                           XX JOB TOTALS XX                XX              XX  71,341.93  XX

                                                                                          XI  699001   22 STATE
  SE CRYSL SPR BLVD-GLNWD ST    CONT NO 8992 X FA PROJ NOS XI  699001  78
                                 326   1019    201      00 P 1                                376,926.14     79    81
                                 326   1019    201      00 P 8                                119,946.10     80    81
                                 326   1019    201      00 N 1                                    364.93     80    80
                                 326   1019    203      00 P 1                                    100.00CR   80    80
                                 326   1019    206      00 N 1                                       .91     81    81
                                 326   1019    206      00 N 8                                       .26     81    81
                                 326   1019    208      00 N 1                                     12.51CR   81    81
                                 326   1019    208      00 N 8                                      3.53CR   81    81
                                 326   1019    285      01 P 1                                  4,587.66     80    80
                                 326   1019    295      00 N 9                                 69,500.00     79    79
                                 326   1019    296      00 N 9                                502,082.65CR   79    82
                                 326   1019    298      00 N 9                                432,582.65     79    82
                                 326   1019    900      00 P 1                                  5,557.38     79    82
                                 326   1019    900      00 P 8                                  1,219.73     79    81
                                 326   1019    910      00 N 1                                    750.35     80    82
                                 326   1019    915      00 P 1                                     55.31     80    80
                                 326   1019    915      00 P 8                                     15.60     80    80
                                 326   1019    920      00 P 1                                    107.28     79    79
                                 326   1019    920      00 P 8                                     30.26     79    79
                                 326   1019    928      00 N 1                                     12.51     79    82
                                 326   1019    928      00 N 8                                      3.53     81    82
                                 326   1019    945      00 P 1                                     49.06     81    81
                                 326   1019    945      00 P 8                                     13.08     81    81
                                 326   1019    948      00 P 1                                      6.38     81    81
                                 326   1019    948      00 P 8                                      6.38     81    81
                                               TOT      P1                                    387,188.87
                                               TOT      P8                                    121,731.85
                                               TOT      N1                                      1,116.19
                                               TOT      N8                                          .26
                                           XX JOB TOTALS XX                XX              XX 510,037.21  XX
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TOTAL TO DATE JOB COST SUMMARY                                      AUGUST 1982        PAGE 766
                                                                         FISCAL         BRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX     FUNCTION   GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                                  426   1908     903       00 P 1    2,511.13       4,688.08       48,672.35
                                                 TOT          P1     2,511.13       4,688.08       48,672.35
                                                 TOT          N9     2,511.13CR     4,688.08CR     48,672.35CR
                                               ** JOB TOTALS **   **             **               **

  PINE ST-DIV ST SECT OF N LINE CONT NO     * FA PROJ NOS XI  206006 120 X10 206006          STATE
                                  426   1908     598       00 N 9                              35,094.29CR
                                  426   1908     903       00 P 1                              34,675.00
                                  426   1908     603       00 P 2                                 419.29
                                                 TOT          P1                               34,675.00
                                                 TOT          P2                                  419.29
                                                 TOT          N9                               35,094.29CR
                                               ** JOB TOTALS **   **             **               **

  CROISAN CREEK (GOLF CLUB RD)B CONT NO       FA PROJ NOS BR05403002 100                      STATE
                                  426   1910     598       00 N 9                               3,961.79CR
                                  426   1910     903       00 P 1                               3,961.79
                                                 TOT          P1                                3,961.79
                                                 TOT          N9                                3,961.79CR
                                               ** JOB TOTALS **   **             **               **

  PTLND SIGNAL MODIF (R)        CONT NO       FA PROJ NOS XI  026010 100                      STATE
                                  426   1901     598       00 N 9                              15,377.93CR
                                  426   1901     903       00 P 1                              15,377.93
                                                 TOT          P1                               15,377.93
                                                 TOT          N9                               15,377.93CR
                                               ** JOB TOTALS **   **             **               **

  SE GLENWOOD-CRYSTAL SPRGS     CONT NO     * FA PROJ NOS XI  699001 100                      STATE
                                  426   1903     598       00 N 9                              18,748.76CR
                                  426   1903     903       00 P 1                              18,748.76
                                                 TOT          P1                               18,748.76
                                                 TOT          N9                               18,748.76CR
                                               ** JOB TOTALS **   **             **               **

  SE 39TH @ STARK ST, PTLD      CONT NO       FA PROJ NOS XI  695002 100                      STATE
                                  426   1904     598       00 N 9                              10,361.89CR
                                  426   1904     903       00 P 1                              10,361.89
                                                 TOT          P1                               10,361.89
                                                 TOT          N9                               10,361.89CR
                                               ** JOB TOTALS **   **             **               **

  NE 33RD @ BROADWAY, PTLD      CONT NO       FA PROJ NOS XI  823001 100                      STATE
                                  426   1906     598       00 N 9                              13,981.20CR
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TOTAL TO DATE JOB COST SUMMARY                                                AUGUST 1988        PAGE 954
                                                                                  FISCAL           GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX        FUNCTION   OR   CURRENT MONTH   YEAR TO DATE      TO DATE
                                    [illegible]   [illegible]                                    [illegible]
                                                                  16.25           16.25          6,287.27
                                                                                                  225.60
                                                  TOT     P1
                                                ** JOB TOTALS **  16.25      **   16.25      **   [illegible]   **

SE GLENWOOD-SE CHRYSTAL SP   CONT NO      3 FA PROJ NOS XI 6?8001 100                                          STATE
                                    [illegible]   [illegible]                                    40.82CR
                                                  TOT     P1
                                                ** JOB TOTALS **             **                 **   47.58   **

N E 33RD & BROADWAY          CONT NO      FA PROJ NOS XI  823001 100 X10 823001                               STATE
                                    [illegible]   [illegible]                                    [illegible]
                                                                  ?,711.89CR      ?,711.89CR
                                                                  ?,711.89        ?,711.89       592.00
                                                                  71,746.00CR     71,746.00CR
                                                                  71,746.00       71,746.00      71,746.00
                                                                  13,843.11CR     13,843.11CR
                                                                  13,843.11       13,843.11      13,843.11
                                                                                                  3,33?.2?
                                                                  1,634.96        1,634.96       [illegible]
                                                                                                  2,810.[illegible]
                                                                                  4.77           [illegible]
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8992)

STATE COPY

cy: State (H S Coulter)

5-26-81

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 5	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 4-30-81	REPORT MADE BY William C. Farr, FHWA Engr. Trainee		PROJECT NO. IX-9699(1)
COMPLETION DATE 6-13-80	ACCEPTANCE DATE BY CONTRACT AGENCY 1-13-80	TIME ELAPSED 100 %	CONTRACT TIME 210 CWD
APPROVED EXTENSIONS --	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SE. CRYSTAL SPRINGS-GLENWOOD
39th AVENUE
(29th on Final Inspection)

All contract work including removing existing surfacing, rebasing and repaving SE. 39th Avenue from Glenwood to Crystal Springs is complete and acceptable.

RECEIVED
STATE HWY ENGR
MAY 27'81
REFER TO Keasey
FOR

Info	Inves	R/D	D/R	Sugg	Act	File

cy to: 5-27-81

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 5-18-81	TITLE Field Operations Engineer	DATE 5/26/81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

#8992

January 20, 1981

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

CON 3
#8992

Gentlemen:

On January 15, 1981, we wrote to you concerning release of final payment on Contract No. 8992 awarded to Cascade Construction Co., Inc., for work on the Southeast Crystal Springs Boulevard-Southeast Glenwood Street Section of FAS 9699 in Multnomah County.

Final payment on this contract is $163.11 and the total contract amount is $497,137.17 including $176.91 for work performed under force account.

Sincerely,

Robert W. Cameron
CONSTRUCTION SERVICES

dag
cc: Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

Don Roger & Company
200 Market Building
Portland, OR 97201

bc: C. T. Kassey
Walt Hart
E. L. Hardt

8992

File

1-14-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Willamette Western Corp. No. 9072	SE 132nd Ave.-SE 142nd Ave. Clackamas County	December 12, 1980
Ray Wells, Inc. No. 9169	Yachats (7th St.) Lincoln County	December 12, 1980
Hensel Phelps Construction Co. No. 8519	S. Banfield Intchge.(NE Halsey St. U'Xing & Banfield Freeway O'Xing.) Multnomah County	December 16, 1980
Hamilton Electric Inc. No. 9068	SE Powell Blvd. @ SE 122nd Ave. Multnomah County	December 16, 1980
Wildish Corvallis Const. Co. No. 9113	Court Way W.-Jackson St. W. (Monmouth) Polk County	December 22, 1980
Clarke Electric Co. No. 8851	S. 3rd St.@ Wilson Ave. (Bend) Deschutes County	December 24, 1980
Western Construction Co. No. 9141	Jordan Valley-Idaho State Line Malheur County	December 30, 1980
Stach Construction Co. No. 9134	Hart Lake Bridges Lake County	December 30, 1980
Douglas S. Coats, Inc. No. 9135	Greenwood St.-Alamo St.(Enterprise) Wallowa County	January 9, 1981
Cascade Const. Co., Inc. No. 8992	SE Crystal Springs Blvd.-SE Glenwood St. Multnomah County	January 13, 1981

January 14, 1981

CT Keasey
C. T. Keasey
Asst. State Highway Engineer

8772

city
File

REFERRED TO
2 Board WKB Broudenmeyer
Cole Mann
Eriksen ✓ Watson W
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

PROJECT REPORT

SE CRYSTAL SPRINGS BLVD. - SE GLENWOOD ST.

F.A.U. 9699 (SE 39TH AVE.)

MULTNOMAH COUNTY

CONTRACT NO. 8992 PREFIX NO. 326-1019

F.A.P. NO. IX-9699(1)

1 Versteeg ✓
Anderson
2 Christensen DW
Olson
KS Sullivan copy
Terpin
Trout
Wakerlig

RECEIVED
AUG 13 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

GENERAL PROGRESS

Construction began September 6, 1979 and proceeded in an orderly and timely manner. The contract time was based on calendar workdays, therefore, the contractor was entitled to a 3-month winter over-period, which he used. There was generally 3 to 12 men on the project accomplishing the excavation work with a loader/hoe combination, small caterpillar, roller, and grader. There were usually 2 flagmen on the job during construction. Coordination between the contractor, City, State, and utilities went smoothly. The subcontractors for the contrete work and the traffic signals performed their portions of the project on schedule and expediently. The subcontractor for the seeding and sodding overran the contract length by one day, but was cooperative and satisfactorily completed all of his work.

TRAFFIC CONTROL

This is a collector/minor transit street. Two-way traffic was maintained at all times by using a paved temporary shoulder and building the street one-half at a time. The staging for this project was quite lengthy (12 stages) and was opposed by the prime contractor at first, but after studying the plans and field inspection of the project site, the contractor realized that the proposed staging plan was the most efficient means of building the project. Maintaining two-way traffic in a highly residential area created some problems, such as providing temporary access to driveways and lawn walks, providing temporary walkways for pedestrians (especially for children and the aged), maintaining temporary landings for bus stops along 39th, and valdalism of signing and traffic control devices. Due to the narrow curb-to-curb width of some sections of street, it was difficult to keep children out of the traffic lanes while sidewalk construction was under way. This problem was partially solved by providing a smooth compacted sand walk. Controlling speed was accomplished by having the City Police patrol the street on a regular basis as the signing alone did not seem to slow down trafffic.

During construction the contractor left a manhole high and barricaded it with a barrel. Even though traffic was diverted around the manhole, and the manhole was not directly in the traffic lane, but off to the side, the manhole was struck by an automobile, causing damage to the car and manhole. This happened during the early morning hours.

All signing and barricades arrived at the project in good condition and were set up according to the plans. After construction was under way the contractor assigned a person to maintain traffic control devices which helped in keeping all traffic control devices in their proper position and in good repair. The contractor was in contact with Tri-Met at all times during the reconstruction phase, keeping them updated on the street detours and closures.

CONSTRUCTION PROBLEMS

This street was designed with a narrow curb-to-curb width (24 feet) and parking bays/curb extensions. Due to this narrow width and the requirement that two-way traffic had to be maintained, it necessitated construction of a temporary roadway and building the street one-half at a time.

The inspector and City surveyors on the project had little experience with staged construction, expecially on such a narrow street section. Due to the contractor's initial fast pace, the City surveyors had two crews working to keep up. Extra time was involved in laying out base lines and radius points for control on each curb extension, also grade stakes were required periodically since one-half of the street was graded and paved without curb for control, (curb was built during a latter stage.)

Once the street was excavated, many soft spots began to appear which required overexcavating and backfilling with rock to stabilize. The rock specification was revised from 1½"-0 to 1"-0. The 1"-0 compacted tighter than the 1½"-0 and minimized the infiltration of fines into the rock base, which reduced the number of soft spots. A curb extruding machine was originally used to construct curb, but due to the many tight radii on the curb extensions and poor teamwork on the machine, the curb quality was poor (wavy alignment and non-uniform thickness), therefore, the contractor was ordered to abandon the curb extrusion machine and use the rigid forming method to build curb. This resulted in a much higher quality curb with straight alignment and smooth radii on the curb extensions. The contractor was permitted to use separately poured curbs and walk with a keyway in lieu of a monolithic curb and walk. This was accomplished by welding a keyway shaped piece of material into the extruding machine when it was used and nailing a preformed piece of plastic keyway onto the rigid forms when they were used. The extruded keyway was poor due to the shallow depth needed to keep the extruded curb from slumping down at the keyway, and for both keyways, if you didn't watch the contractor very closely, fill material would get into the keyway prior to the pouring of the sidewalk and grately reduce the keyways effectiveness. In my opinion, a monolithic curb and walk is far superior to separately poured curb and walk with keyway, not only for structural soundness but its appearance is much neater and professional looking also.

The weather was highly unpredictable during the construction of the sidewalk. On about three blocks of sidewalk the contractor was caught in the rain and used plastic sheeting to cover the walk, which marred the surface texture some.

Vandalism was a constant battle. Being in a residential area there was a large population of school age children that loved riding their bikes and writing in wet concrete. Paving proceeded well. Grade control was a bit sloppy and required close attention by the City Inspector to get satisfactory results. The contractor should have put more effort into adjusting manholes with each lift of AC because some manholes were left high creating a potential traffic hazard.

There were problems with the seeding and sodding also. Since the landscaping was being installed without an irrigation system, constant watering was required by the contractor. The contractor was lucky during the sodding operation as it was a very rainy and wet spring which helped establish the root system in most of the sod lawn. The abutting property owners helped out also by pitching in and watering the lawn. Some small areas eventually dried up and died anyway which required replacement of the sod by the landscaper. The project was well into the dry months of summer during the seeding and the contractor did not water the seeded portions enough to get it established well initially. The result was spotty growths of grass and many weeds, therefore, the contractor needed to do some reseeding and weeding to get the seeded areas in an acceptable condition.

SPECIFICATIONS

I do not have any criticism about the specifications on this project. There was sufficient coverage of all bid items in the specials to give the engineer adequate authority to enforce the specifications and any changes required to properly build the project.

TIME OVERRUNS

The contractor overran the project completion time of 270 days by one day which amounted to an assessed liquidated damage of $100. The contractor did not apply for a time extension.

Section: SE Crystal Springs Blvd.-
SE Glenwood St.

County: Multnomah

Prefix: 326-1019

Contract: 8992

F.A. No.: IX-9699(1)

Highway: SE 39th Ave. (F.A.U. 9699)

Item No.	Item	Unit	Original	Semi-Final	+%
			Summary		
	Bid Items	$	499,999.00	492,730.19	-1
	Anticipated Items	$	27,000.00	8,544.60	-68
	Contingencies	$	23,714.96	364.93	-98
	Engineering	$	47,429.91	77,500.00	-63
	Liquidated Damages	$		-100.00	
	TOTAL	$	598,143.98	579,039.72	-3

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

B.I. 3 Temporary Signs Sq. Ft. 425.00 699.6 -65
Additional signs were requested to help slow down traffic speed which was a constant problem throughout the length of the project.

B.I. 5 Flagmen Hour 1,000.00 859 -14
Less flagging was needed than originally anticipated.

B.I. 8 Trench Excavation C.Y. 480.00 321.26 -33
On the average, excavation required was not as deep for each inlet lead as originally estimated.

B.I. 9 Special Backfill C.Y. 470.00 286.7 -39
For the same reason as B.I. 8 and the use of native material for backfill in some trenches this quantity underran.

B.I. 11 Topsoil C.Y. 675.00 542.8 -20
Areas behind sidewalk to be filled to match new grade were not as extensive in area as originally estimated.

B.I. 13 Class 'B' & 'C' A.C. Ton 4,700.00 5355.37 -14
In lieu of placing 2 inches of A.C. on 4 inches of base rock in some areas of the temporary roadway, 3 inches of A.C. was placed on native material (crushed rock). Some soft areas appeared after base lift was applied. These were excavated and filled with A.C. back to grade. For these reasons the quantity overran.

B.I. 27 Seeded Lawn Const. Sq. Ft. 21,000.00 11,282.5 -46
Areas behind sidewalk to be seeded to match existing lawns were not as extensive as originally estimated.

SFO 1 Adjust Water Facilities $ 12,000.00 4587.66 -62
Original estimate was to adjust all water boxes and fire hydrants to grade. Some of these facilities were already on proper grade and, therefore, needed no adjustment.

SFO 2 Perm. Pavement Striping $ 3,000.00 0.00 -100
City of Portland has provided this service at their own cost.

SFO 3 Perm. Signing
City of Portland has provided the service at their own cost.

Temp. Erosion Control $ 5,000.00 0.00 -100
No erosion control was needed for this project.

8992

FORM 734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SE Crystal Springs Blvd. SE Glenwood St. (Portland)

WEEK ENDING: June 14, 1980

SECTION PREFIX: 326-1019

HIGHWAY: FAU 9699 SE 39th Ave.

COUNTY: Multnomah

NAME OF JOB: SE Crystal Springs Blvd. to SE Glenwood Street

KIND OF WORK: Grading, Paving and Signal

FEDERAL AID PROJECT NUMBER: IX-9699(1)

CONTRACTOR: Cascade Construction Co., Inc.

CONTRACT NUMBER: 8992

ESTIMATED COMPLETION DATE: June 30, 1980

DATE OF CONTRACT: August 3, 1979

DATE WORK STARTED: September 5, 1979

WORK DAYS USED: N/A

SPECIFIED WORK DAYS: N/A

CALENDAR DAYS USED: 211

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 3 SUPERVISION: 0

SPECIFIED CALENDAR DAYS: 210

SPECIFIED COMPLETION DATE: N/A

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $ 598,143.87

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 550,713.96

ENGINEERING AUTHORIZATION: $ 47,429.91

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 82%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 499,999.00

ENGINEERING COST TO DATE: $ 77,670.00

DATE PROJECT WAS COMPLETED: 6-13-80

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 163.8 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.	Curb/SW/Dwy.	Landscaping
100%	100%	100%	100%	100%	0	100%	100%

	Excavating	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.68	0.68	0.68		
MILES PARTIALLY COMPLETED	--	--	--		
MILES COMPLETED	0.68	0.68	0.68		
TOTAL ESTIMATED QUANTITIES (CONTRACT)	8130 CY	5500 CY	4700 T		
TOTAL QUANTITIES CORRECTED TO DATE	7910 CY		4800 T		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	7910 CY	5432 CY	5355 T		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK:

Small loader

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	8	Pt. Cloudy	1		
MONDAY	9	Cloudy	1		
TUESDAY	10	Pt. Cloudy	1		
WEDNESDAY	11	Cloudy	1		
THURSDAY	12	Rain	1		All work under contract is complete as of this day.
FRIDAY	13	Rain	1		
SATURDAY	14	Cloudy	0		

RECEIVED
JUN 24 1980
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 8	No Activity.
MONDAY 9	Subcontractor - (Castile Landscaping). Planted grass seed at various areas of the project.
TUESDAY 10	Subcontractor - Graded areas back of sidewalk and planted grass seed at various areas.
WEDNESDAY 11	Subcontractor - Same as Wednesday.
THURSDAY 12	Subcontractor - Misc. Clean up.
FRIDAY 13	No Activity.
SATURDAY 14	No Activity.

REMARKS

SIGNED Steven E Thomsen
Steven E. Thomsen By
Resident Engineer

LOCATION City of Portland
(City of Portland)

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

7772

Section SE Crystal Springs Blvd - SE Glenwood St. Programming Estimate $ 641,000

Highway FAU 9699 (SE 39th Ave) Project Length 0.73 mile

County Multnomah Completion Time 210 calendar workday

Kind of Work Grading & Paving May 25, 1980

Prefix 326-1902 FA Project No. IX-9699 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 547,940.00 ~~543,945.00~~

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	✓ 3,000
Permanent Pavement Striping	✓ 3,000
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	5,000
State Furnished	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities	
City of Portland (Water)	12,000 ~~6,000~~
Misc. Permit Fees	
Asphalt Price Adjustment	✓ 4,000

$ 27,000.00 ~~21,000.00~~

	574,940.00	~~570,945.00~~	$ ~~564,945.00~~
Contingencies (4-1/2%)	25,872.30	~~25,692.53~~	~~25,422.53~~
Engineering (9 %)	51,744.60	~~51,385.05~~	~~50,845.05~~
SUBTOTAL			$
Credit for			
Estimated Net Authorization, Construction	652,556.90	~~648,022.58~~	$ ~~641,212.58~~

Road Design Engineer

Rev 5-21-79
5-24-79

REC'D. 5-24-79

1/4 CY TIP #595,000
F.F.

NOTED
D. O. Christensen

June 28 letting

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 5-10-79

Section S.E. Crystal Springs Blvd. - S.E. Glenwood St.
County Multnomah
Kind Of Work Grading & Paving
Length 0.73 mi.
Name Butler - 6292

5/15/79 8

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		Lump Sum	All	Lump Sum	40,600.00 ~~41,500.00~~
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	10,000.00
	Temporary Signs		Sq Ft.	425	6.00	2,550.00
	Temporary Barricades		Each	25	125.00	3,125.00
	Flagmen		Hour	1,000	19.00	19,000.00
	ROADWORK					
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	20,000.00
	General Excavation		Cu. Yd.	8130	7.50	60,975.00
	Trench Excavation		Cu. Yd.	480 ~~575~~	15.00	7,200.00 ~~8,625.00~~
	Special Backfill		Cu. Yd.	470 ~~495~~	20.00	9,400.00 ~~9,900.00~~
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	11,000.00
	Furnishing and Placing Topsoil		Cu. Yd.	675	10.00	6,750.00
	1½"-0 Aggregate Base		Cu. Yd.	5,500	12.00	66,000.00
	Class "B" and Class "C" Asphalt Concrete Mixture		Ton	4,700	17.00	79,900.00
	Asphalt Cement in Mixture		Ton	310	97.00	30,070.00
	Asphalt in Tack Coat		Ton	3	250.00	750.00

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 5-10-79
County Multnomah
Name

Section SE Crystal Springs Blvd - SE Glenwood St
Kind Of Work
Length

No	Item	Code	Unit	Quant.	Unit Cost	Total
	8-inch Sewer Pipe		Lin. Ft.	725 ~~660~~	12^{00}	$8,700^{00}$ ~~$7,920^{00}$~~
	10-inch Sewer Pipe		Lin. Ft.	210 ~~[illegible]~~	15^{00}	$3,150^{00}$ ~~$4,710^{00}$~~
	Standard Concrete Inlets		Each	40	500^{00}	$20,000^{00}$
	Standard Precast Sumps		Each	1	3500^{00}	$3,500^{00}$
	Concrete Walks, Curbs and Driveways		Cu. Yd.	800	150^{00}	$120,000^{00}$
	Adjusting Chain Link Fence		Lin. Ft.	30	15^{00}	450^{00}
	Adjusting Manholes		Each	17 ~~16~~	200^{00}	$3,400^{00}$ ~~$3,200^{00}$~~
	Adjusting Inlets		Each	1	250^{00}	250^{00}
	Abandoning Inlets		Each	26	200^{00}	$5,200^{00}$
	Removal of Existing Sign Installations		Lump Sum	All	Lump Sum	$1,500^{00}$
	Bark Mulch		Unit	1	100^{00}	100^{00}
	Seeded Lawn Construction		Sq. Ft.	21,000	0^{25}	$5,250^{00}$
	Sod Lawn Construction		Sq. Ft.	20,300	0^{40}	$8,120^{00}$
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	$1,000^{00}$
	Total					$547,940^{00}$ ~~$543,945^{00}$~~

12-4-79

#8992

1

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: IX-9699(1)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80017

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ ☐

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 10 '79
REFER TO
FOR
Info | Inves | R/O | D/R | Sign | Act | File

12-10
orig

DATE PS&E APPROVED: 6-20-79

DATE AUTHORIZATION EFFECTIVE: 11-15-79

FEDERAL ROUTE NUMBER: FAU-9699

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:
S.E. Crystal Springs Blvd. to S.E. Glenwood Street

GENERAL DESCRIPTION OF WORK:
Permanent and Temporary Traffic Signs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXX XXXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of November 15, 1979, as requested in Mr. Keasey's letter of November 16, 1979 as being in the public interest for the use of City forces to proceed with the above work. Work as represented by State Force Order No. 3 is approved for TEC NTE $3,084 - Federal Funds $2,621. (No additional obligation of funds required.)

DATE: 12-4-79

SIGNATURE OF APPROVING OFFICIAL: G. K.

TITLE: for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979—721-912

12-4-79

#8992

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9699(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80017

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 10 '79
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

12-10
orig

DATE PS&E APPROVED 6-20-79

DATE AUTHORIZATION EFFECTIVE 11-15-79

FEDERAL ROUTE NUMBER FAU-9699

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
S.E. Crystal Springs Blvd. to S.E. Glenwood Street

GENERAL DESCRIPTION OF WORK:
Permanent and Temporary Striping

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXX XXXXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of November 15, 1979 as requested in Mr. Keasey's letter of November 16, 1979 as being in the public interest for the use of City Forces to proceed with the above work. (No additional obligation of funds required.) State Force Order No. 2 is approved for TEC NTE $2,922 - Federal Funds $2,484.

DATE 12-4-79

SIGNATURE OF APPROVING OFFICIAL G. K. H

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979—721-615

8942

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11 - 27 - 79

FEDERAL AID PROJECT NO. IX-9699(1)

2

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80017

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1 ☐ 2

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

11-27

RECEIVED
STATE HWY ENGR
NOV 28'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED 6-20-79

DATE AUTHORIZATION EFFECTIVE 10-6-79

FEDERAL ROUTE NUMBER FAU-9699

STATE ROUTE NUMBER City Street

GENERAL LOCATION: S.E. Glenwood - Crystal Springs Blvd.

GENERAL DESCRIPTION OF WORK: Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Utility Adjustment
City of Portland Bureau of Water Works

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of November 13, 1979 this will confirm the advance approval date of October 6, 1979 to proceed with the actual adjustments for the City of Portland's Bureau of Water Works facilities. Reimbursement on an actual cost basis estimated to be $11,334 with Federal participation limited to $9,633 is approved.

I approve the Agreement with the City of Portland Bureau of Water Works.

Approval and participation for the eligible portion of thw work authorized above is subject to the provisions of the Federal-Aid Program Manual.

DATE 11-27-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-918

#8992

STATE COPY

9-26-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

cc: State (H. S. Coulter)

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 9-26-79	INSPECTION MADE BY Vincent J. Tabor, Asst. Area Engineer		PROJECT NO. IX-9699(3)

IN COMPANY WITH Marion Craft, Region Constr. Engr., Bud Heinz, Monitoring Resident, ODOT; Steve Thomsen, Project Engr., City of Portland

LOCATION S.E. 39th (FAU 9699) S.E. Crystal Springs - S.E. Glenwood St. Section in Portland, Oregon. Approximately 0.7 miles in length.

CONTRACTOR NAME AND ADDRESS
Cascade Construction Co., Inc., Portland, Oregon

AWARD DATE 8-3-79	CONTRACT AMOUNT $499,999	TIME ALLOWED 210 calendar workdays	TIME STARTED 8-17-79	WORK STARTED 9-6-79
QUALITY OF WORK ---	PROGRESS OF WORK See below	TIME ELAPSED 14%	WORK COMPLETED 8%	

REMARKS

The contractor was placing and rolling 1½"-0 base rock as part of stage V, and completing a tie-in (8" sewer pipe) to an existing line at S.E. Rural Street. Excavation work was also underway between Bybee and Evergreen Streets.

Concrete work will be handled by Goldie-Gentle Construction. The supplier has yet to be determined.

Signing and delineation is adequate for the work being done, and is being closely coordinated with the individual contract stage.

Mr. Thomsen is receiving sufficient aid from the State regarding testing requirements and project documentation.

Time versus work-complete is presently off balance. However, these statistics should equalize as the project progresses.

Some subexcavation work has been necessary because of wet subgrade at the south end of the project.

RECEIVED
STATE HWY ENGR
OCT 5 '79
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Inves
Info

10-5

8992

2

DATE: September 14, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

Federal-aid Project
No. IX-9699(1)

SUBJECT: Notification Contract Work Started

Contract 8992, Work Started September 6, 1979

Project SE Crystal Spr. Blvd.-SE Glenwood St.

Highway FAU 9699 (SE 39th Ave.)

County Multnomah

RDC:mk

cc: R. D. Church

8992

Mult. Co.

STATE OF OREGON **INTEROFFICE MEMO**

DEPT. TELEPHONE

TO: J. H. Versteeg
Head of Engineering

DATE: August ~~28~~ 30, 1979

FROM: Adele L. Egan Adele L. E
R/W Office Unit Supervisor

SUBJECT: Files 50406 through 50447
Glenwood-Crystal Springs Sec.
S. E. 39th Ave. (Portland)
[redacted]

L. C. Grothaus, Metro R/W Supervisor, has indicated that these files can be eliminated because the decision was made to do the project within the existing right of way and ask the owners to sign construction permits (without payment) for any work done on the adjoining property as it would be for the benefit of the property owner. If you concur, we will cancel these files.

AE:nn

8-30-79
Project is under construction
Adele will check with Ed Hardt
re cancellation of above files

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
2 Wekerlig

RECEIVED
AUG 29 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

8993

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8 - 14 - 79

FEDERAL AID PROJECT NO. IX-9699(1)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80017

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

8-22
orig

RECEIVED
STATE HWY ENGR
AUG 22 '79
REFER TO
Mockring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 4-2-79

FEDERAL ROUTE NUMBER FAU 9699

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
S.E. Glenwood-Crystal Springs Blvd.

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 2, 1979, I approve the revised preliminary engineering costs to a TEC of $61,525 with Federal participation limited to $52,785. (Increase TEC $24,025-Federal Funds $20,610)

DATE 8-14-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-781-018

8992

July 13, 1979

City of Portland
400 S.W. 6th Avenue
Portland, Oregon 97204

Attn: John Lang
Highway Coordinator

Gentlemen:

On July 12, 1979 a satisfactory bid was received from Cascade Construction Co., Inc., P.O. Box 4267, Portland, Oregon 97208 for construction on S.E. Crystal Springs - S.E. Glenwood Street Section, IX9499(1). The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$499,999.00
Permanent Signing	$ 3,000.00
Permanent Pavement Striping	3,000.00
Temporary Erosion Control	5,000.00
City of Portland (Water)	12,000.00
Asphalt Cement Adjustment	4,000.00
4 1/2% Contingencies	23,714.96
2 1/2% Monitor Engineering	13,174.98
ESTIMATED TOTAL COST	$563,888.93

City's Advance Deposit:
15% of $563,888.93 = $84,583.34 or say $84,500.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than August 3, 1979.

Please make your check for $84,500.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

$84,500
REC'D
8-3-79
Notified. Steve
& Jon Rose
Awarded Today.

Very truly yours,
ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

PH:pf

bcc w/AD # 660: Jon Rose, Region H Federal Aid Specialist
Vern Skoog - Please return completed AD # 660 when check is received.

8792

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

July 12, 1979

FILE

H. S. Coulter
State Highway Engineer

Glenwood St. -
Crystal
Springs

Footpaths and Bicycle Trails
July 12, 1979 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened July 12, 1979 on the following projects:

1. The Dalles-California Highway @ O.B. Riley Rd. (Bend)
   Deschutes County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. S.W. Capitol Highway @ S.W. Huber Street (Portland)
   Multnomah County
   Traffic Signals

   Same as No. 1.

3. Corvallis/Newport Highway @ 19th Street (Philomath)
   Benton County
   Grading, Paving and Signals
   Left turn refuge. Curb returns with sidewalks and curb cuts on 19th Street. Four-foot shoulders on highway.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Depoe Bay (Ellingson Street and Coast Avenue)
   City Streets, Lincoln County
   Grading and Paving
   30-foot roadway provided

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. Columbia County Line-Buxton
Nehalem Highway, Washington County
Paving
Overlay. 11-foot travel lanes with 1-foot gravel shoulders

Same as No. 1.

6. Carus-Junction Woodburn/Estacada Highway
Cascade Highway, Clackamas County
Paving (Overlay)
26-foot roadway

Same as No. 1.

7. The Dalles/California Hwy.-S. 6th St. (Klamath Falls)
Klamath Falls-Malin Highway (Eastside Bypass), Klamath County
Paving (Overlay)
Four 12-foot lanes with median or left turn lanes.
4-to-10-foot shoulders

Same as No. 1.

8. Silver Lake-Summer Lake
Fremont Highway, Multnomah County
Paving (Overlay with some roadbed restoration)
Roadbed width 27 to 32 feet

Same as No. 1.

9. Jantzen Beach Information Center
Pacific Highway, Multnomah County
Grading and Paving
Parking lot expansion

Same as No. 1.

10. Beaver Slough (McLean) and
Clatskanie Slough (Erickson) Bridges
County Roads, Columbia County
Structures and Approaches
27.5-foot roadway on structures and 22-foot roadway with 3-foot gravel shoulders on approaches

Same as No. 4.

11. Rattlesnake Creek, Fields Creek and
McClellan Creek Bridges
John Day Highway, Grant County
Structures and Approaches
31.5-foot roadway on structures and 10-to-12-foot lanes on approaches with 4-foot shoulders

Same as No. 3.

12. Buck Creek Road
    Lake County
    Grading and Base
    Future surface by others. 22-foot roadway with 4-foot shoulders

    Same as No. 4.

13. S.E. Crystal Springs Blvd.-S.E. Glenwood St. (Portland)
    S.E. 39th Avenue, Multnomah County
    Grading and Paving
    12-foot travel lanes with parking and 5-to-6.5-foot sidewalks (available for bicycle and pedestrian use)

14. Heisler St. - Court St. (Dufur)
    N. 4th Street, Wasco County
    Grading and Paving
    30-foot roadway with 4.5-foot sidewalk left and 5-foot shoulder right.

    Same as No. 13.

RS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

6992

2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 13, 1979

TO: Peggy O'Connell

FROM: Bill Hayden

SUBJECT: E-4 Projects Pending Approval by FHWA/UMTA Headquarters

The following Interstate Substitution Projects are currently pending approval at FHWA/UMTA Headquarters offices. All of these projects are ready to go to construction this summer. The only thing holding up contracts is FHWA/UMTA approval. I would appreciate your assistance in expediting approvals.

Project Number	Name	Date Submitted
1X-9699 (1)	S.E. Glenwood to Crystal Springs Blvd.	3-29-79
1X-9407 (3)	Capital Hwy. at Huber	5-16-79
1X-9234 (4)	Progress Interchange Off-ramp	4-27-79
1X-26 (10)	S.E. Morrison Bridge Ramp	4-24-79
1X-9665 (7)	Oatfield Rd. at Jennings Ave.	4-24-79
1X-9659 (5)	Clackamas Hwy. to Gladstone City Limits	4-24-79

BH:jmy
cc: Fred Klaboe
bc: Don Adams
Buzz Swan
Ted Spence
Bob Royer
Larry Rulien

RECEIVED
STATE HWY ENGR
JUN 13 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

8772

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TOTAL TO DATE JOB COST SUMMARY                                                          MAY 1979        PAGE  728
                                                                                         FISCAL        GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH        YEAR TO DATE       TO DATE

  SE GLENWOOD-CRYSTAL SPRGS      CONT NO        FA PROJ NOS XI  699001 100                               00       STATE
                                    326   1902    296       00 N 9                     1,489.72
                                    326   1902    298       00 N 9                     1,489.72CR
                                    326   1902    901       00 P 1      258.62           993.07        1,015.60
                                    326   1902    906       00 P 1      532.84           849.12          849.12
                                    326   1902    909       00 P 1        7.48         2,872.56        2,872.56
                                    326   1902    910       00 P 1       71.92           140.40        1,933.29
                                    326   1902    911       00 P 1                                        64.44
                                    326   1902    913       00 P 1      213.07           313.07          313.07
                                    326   1902    919       00 P 1                      12.80           12.80
                                    326   1902    921       00 P 1      727.88           727.88          727.88
                                    326   1902    922       00 P 1        3.57            16.03           16.03
                                    326   1902    923       00 P 1       13.40            13.40           13.40
                                                  TOT          P1     1,828.78         5,938.33        7,818.19
                                            ** JOB TOTALS **          1,828.78  **     5,938.33  **    7,818.19  **

  PTLD CURB EXT @ 28 LOCAT       CONT NO        FA PROJ NOS XI  000006 100                               00       STATE
                                    326   1903    296       00 N 9       71.17CR          157.70CR        157.70CR
                                    326   1903    298       00 N 9       71.17            157.70          157.70
                                    326   1903    901       00 P 1       82.95            183.80          183.80
                                                  TOT          P1       82.95            183.80          183.80
                                            ** JOB TOTALS **             82.95  **        183.80  **      183.80  **

  SE BYBEE @ 23, TOLMAN/17       CONT NO        FA PROJ NOS XI  00C006 100                               00       STATE
                                    326   1904    296       00 N 9                     1,547.01CR      1,547.01CR
                                    326   1904    298       00 N 9                     1,547.01        1,547.01
                                    326   1904    901       00 P 1                       146.57          146.57
                                    326   1904    903       00 P 1                        22.76           22.76
                                    326   1904    905       00 P 1                        85.61           85.61
                                    326   1904    911       00 P 1                       565.20          565.20
                                    326   1904    914       00 P 1                         8.00            8.00
                                    326   1904    920       00 P 1                        68.95           68.95
                                    326   1904    921       00 P 1                       892.61          892.61
                                    326   1904    922       00 P 1                        13.34           13.34
                                                  TOT          P1                      1,803.04        1,803.04
                                            ** JOB TOTALS **                    **     1,803.04  **    1,803.04  **

  UPRR XING @LEWIS ST&105TH ST   CONT NO        FA PROJ NOS RRO 00S002 100                               00       STATE
                                    326   1905    296       00 N 9       88.02CR          646.81CR        646.81CR
                                    326   1905    298       00 N 9       88.02            646.81          646.81
                                    326   1905    905       00 P 1                                         98.20
                                    326   1905    911       00 P 1                                        522.68
                                    326   1905    913       00 P 1      114.10            146.70          146.70
                                                  TOT          P1      114.10            146.70          767.58
                                            ** JOB TOTALS **            114.10  **        146.70  **      767.58  **
```

8992

Rtd
County

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 29, 1979

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening June 28, 1979

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. IX-9699(1)

Highway No. 726 [redacted]

Federal-aid Project Name SE Glenwood-Crystal Springs Blvd.

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[ ] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[XX] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[XX] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

___Versteeg___
___Anderson___
___Christensen___
___Olson___
___Sullivan___
___Turpin___
___Trent___
___Wekerlig___

RECEIVED
MAY 29 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To___
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Action___

8992

~~Portland~~ Co.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 1[illegible], 1979

FILE:

FROM: Donald E. Shaffer
Bicycle Route Engineer

TO: Duane Christensen
Final Design Engineer

SUBJECT: S.E. Glenwood - S.E. Crystal Springs Boulevard
Southeast 39th Avenue
FAU Ix-9699(1) Prefix 326-1902

All I have on this project at this time is an estimate. It shows inlets and curbs and walks. I would assume that the inlet grates are "bicycle-proof" and that curb cuts are to be constructed at all intersections.

If room is available, separate facilities for bicycles should be considered as a part of the roadway section.

DES:ge

REFERRED TO
ard Stoudenmeyer
Cole Sample
✓ Erilsen F.E. Watson
Hager Dorn Leu
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Andersen
/ Christensen Don
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 18 1979
ROAD DESIGN SECTION

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Bring Up ___/___
Action

Grates are bicycle safe - Shaffer contacted City Bicycle Engineer to check Job over.
F.E.

8772

117 [illegible] Building
Salem, Oregon 97310 4-11-77 726:

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-9699(1)
Project Name SE 39th Avenue/Glenwood to Crystal Springs

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR ☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

CC: D.E. SWAN
C.T. KEASBY
R. TRYGSTAD

Signed at Portland, Oregon, this 11th day of April, 1979

City of Portland

Connie M McCready
Commissioner of Public Works

Certified By:

C St Clair
Regional Right-of-Way Supervisor
Date 4/24/79

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

3992

Portland Co.

STATE OF OREGON **INTEROFFICE MEMO**

Metro Technical Services — DEPT.
238-8231 — TELEPHONE

TO: MAX J. KLOTZ
Metro Technical Services Engineer

DATE: March 27, 1979

FROM: EARL MERSHON Earl Mershon
Staff Assistant

SUBJECT: S.E. Glenwood - S.E. Crystal Springs Boulevard
S.E. 39th Avenue
City of Portland
Multnomah County
Prefix: 326-1902

REFERRED TO
Board
✓ Cole
Eriksen F.E.
Hager
Staudenmayer
Sample
Watson
Lou
Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Attached is the letter from John Lang requesting that the project schedule be moved up. The City's design has been submitted to us and we are now waiting for a construction estimate before we submit it to Salem.

Buzz Swan told me that FHWA gave approval for right-of-way acquisition on March 20th and that we could notify the City to proceed with acquisition of the necessary easements. I relayed this to Lou Grothaus who said that he would notify the City. Lou anticipates that the two essential right-of-way easements can be cleared in a matter of days. This should be reflected in the next update of the PMS run.

Ken Limbocker checked with Bill Sample on when the project can be brought to contract. It appears that a June 1979 contract date is feasible providing we submit the City's design without delay. Assuming cooperation from the Cost Analysis Section, the City's design should be submitted this week.

Buzz Swan said that it may be too late for programming the construction money with FHWA for a June contract date. However, if we notify Buzz by telephone of our estimate for construction of the project, this will expedite his submitting the letter to FHWA to program the funds. Our office will need to make this notification.

I asked Buzz to have the PMS run updated to show a June contract date. Buzz said that he would do this.

pq

cc D. E. Swan
Don Adams
Jon Rose
Chuck Pietrok
Robin Brooks (Please change Project Status Report & PMS Run to show a June contract date)

Attachment

cc; J. H. Versteeg —

1 Versteeg
Anderson
2 Christensen Don
Olson
3 Sullivan JWS
Terpin
Trout
Wakerlig

RECEIVED
APR 0 9 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

326-1902
(120)

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

March 15, 1979

MA ~~PDM~~ PDE TSE SPC
ODOT - METRO
MAR 20 1979
AM PPS abg FILE T/A

ODOT - Metro
5821 NE Glisan
Portland, Oregon 97213

Attn: R. N. Bothman

Re: SE 39th Avenue/Glenwood to Crystal Springs
Project No. 3-62-748

Dear Mr. Bothman:

It is my understanding that the SE 39th Avenue/Glenwood to Crystal Springs project is scheduled for a January 1980 bid let date. This schedule was predicated by a 7-9 month right of way acquisition period with ODOT acquiring the necessary right of way. In order to shorten the right of way acquisition time, City forces will be used to obtain the necessary easements. These easements will be obtained five weeks prior to a May bid let date.

The contract period on the project is 210 days. We believe that a substantial portion of the project could be completed if the bid let date could be moved up to May or June, 1979. Plans and specifications for the project have been transmitted to you on March 3, 1979.

The City of Portland requests that the SE 39th/Glenwood to Crystal Springs project be given a May, 1979 contract let date.

Very truly yours,

John M. Lang

John M. Lang, Chief
Bureau of Street and Structural Engineering

RWT:13

Don't
Schedule
accordingly

Max – Revise sched.

Lou G. says city can
make it. Only 2 files
& will probably settle by
waiver. Rest of job to
be done on exist. R/W
unless property owners
give permits to enter.

Le
Pietrok
3-21-79

DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID NO. IX-9699(1)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80017

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 30 '79
REFER TO,
[illegible]
FOR

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 3-20-79	FEDERAL ROUTE NUMBER FAU 9699	STATE ROUTE NUMBER City Street

GENERAL LOCATION:

S.E. Glenwood - Crystal Springs Blvd. (Portland) Section

GENERAL DESCRIPTION OF WORK:

Program Change and Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change
See Below

Files 50420 & 50416
☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of March 19, 1979, I approve the program change adding Acquisition of Right of Way to the Character of Proposed work. Also, as requested, you are now authorized to proceed with the actual acquisition of the permanent easements on the above files for a TEC of $1,500 - Federal Funds limited to $1,275. Federal participation is limited to that right of way actually incorporated in the final location.

DATE 3-27-79	SIGNATURE OF APPROVING OFFICIAL E. J. Valach	TITLE for Division Administrator

FORM PR-1240 (REV. 6-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—626-787

8772

STATE OF OREGON **INTEROFFICE MEMO**

Metro Technical Services (DEPT.) 238-8231 (TELEPHONE)

TO: J. H. VERSTEEG
Design Engineer

DATE: March 27, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: S.E. Glenwood - S.E. Crystal Springs Blvd.
Southeast 39th Avenue
FAU Ix-9699(1) Prefix 326-1902

Herewith the following data for the subject project:

Project Plan & Profile (Federal Aid Sheets)

Rough Draft Project Special Provisions

Estimate of Cost

The Cost Estimate has been updated by the Salem Cost Analyst Section and is within the allotted funds.

The City has requested the project to be scheduled for letting as soon as possible, preferably July 26, 1979.

Joe Gaither, Project Management Section, has been contacted regarding early programming.

To City-County
3-29-79

pq

cc D. E. Swan
Chuck Pietrok

Attachments

1 Versteeg
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 29 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Rec'd. 3-29-79
Z

OK 4-3-79
Z

①

39TH AVE./GLENWOOD TO CRYSTAL SPRINGS
FAU IX-9699(1)
PREFIX 326-1902
MARCH 1, 1979

[illegible]

M .	Items of Work & Materials	Quantity	Unit Measure	Unit Prices	Total $
	Mobilization (8% of Const. Costs)	All	Lump Sum	Lump Sum	37,288 ~~36,838~~
	Temp. Protection & Direction of Traffic	All	Lump Sum	Lump Sum	10,000
3	Temporary Signs	290	Sq. Ft.	~~8~~ 6	1,740 ~~2,320~~
	Temporary Barricades	25	Each	125	3,125
	Flagmen	1,000	Hour	19	19,000
	adwork				
	Removal of Structures & Obstructions	All	Lump Sum	Lump Sum ?	8,000
7	General Excavation	8,102	Cu. Yd.	8	64,816
	Embankment in Place	705	Cu. Yd.	6	4,230
9	Trench Excavation	418	Cu. Yd.	8	3,334
	Foundation Fill & Special Backfill	543	Cu. Yd.	14	7,602
1	Finishing Roadbed and Slopes	All	Lump Sum	Lump Sum ?	3,500
2	Furnishing and Placing Topsoil	520	Cu. Yd.	10	5,200
3	1½"-0 Aggregate Base	5,485	Cu. Yd.	12	65,820
4	Class "C" and Class "B" AC	4,694	Ton	25	117,350
5	8-inch Sewer Pipe	886	Lin. Ft.	12	10,632
6	10-inch Sewer Pipe	162	Lin. Ft.	14	2,268
7	Standard Precast Sump	1	Each	~~4,000~~ 3,500	3,500 ~~4,000~~
8	Standard Concrete Inlets	38	Each	~~400~~ 550	20,900 15,200
19	P.C.C. Concrete, Walks, Curb, & Dwys.	792	Cu. Yd.	~~120~~ 150	118,800 ~~95,040~~
20	Adjusting Manholes	18	Each	~~150~~ 200	3,600 ~~2,700~~
21	Adjusting Inlets	4	Each	~~170~~ 250	1,000 ~~680~~
22	Abandon Inlet and Seal Leads	23	Each	100	2,300
23	Removal of Existing Sign Installations	All	Lump Sum	Lump Sum ?	1,500
24	Seeded Lawn Construction	21,000	Sq. Ft.	0.20	4,200
25	Sod Lawn Construction	20,300	Sq. Ft.	0.35	7,105
26	Laying Bark Dust	1	Unit	100 120	120 ~~100~~
27	Adjust Chain Link Fence	30	Lin. Ft.	15	450
	Signals				
28	Pedestrian Signal Push Button & Post Installation Complete	All	Lump Sum	Lump Sum ?	1,000
				Total Const. Cost	~~497,310~~ 530,380

FINAL ESTIMATE SUMMARY
39TH AVE./GLENWOOD TO CRYSTAL SPRINGS
FAU IX-9699(1)
PREFIX 326-1902
MARCH 1, 1979

CONTRACT ITEMS

Temp Protection & Direction of Traffic		$ ~~34,445~~	33,865
Roadwork		~~426,027~~	456,227
Traffic Signals		1,000	1,000
	Subtotal	$460,472	491,092
Mobilization		x 1.08	
	Total Contract Estimate	$497,310	530,380

ANTICIPATED ITEMS

Permanent Traffic Signing, Marking & Striping		$ 6,000
Water Relocation		6,000
	Total Anticipated Items	$ 12,000

TOTAL PROJECT COST

Contract Items		$ ~~497,310~~	530,380
Anticipated Items		12,000	
	Subtotal	$ ~~509,310~~	542,380
	5% Contingency	25,466	27,120
	Subtotal	$534,776	569,500
	15% Const. Supervision	80,216	85,425
	Total Estimated Project Cost	$ ~~614,992~~	654,925.

CALLED SANFORD RE. THIS ESTIMATE ON 3/22/79 SHOULD HAVE IT TO US BY THE 27, or 28 OF MARCH.

Project Request - $238,500
(CONST.)

R/W $1,500
F.E. 1,275

3-29-79
Notified Jon Rose

4-3-79
JON ROSE SAYS MONEY IS OK.

3772

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 27, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM D. E. Swan
Federal Aid Manager

SUBJECT IX Fund Transfer
Item No. 80017
Project No. IX-9699(1)
SE Glenwood-Crystal Springs Blvd.
(Portland) Section
Multnomah County

We request tranfer of Interstate Substitution General Funds for construction of the subject project, as we intend to request PS&E authorization June 6, 1979. This action will involve an estimated total cost of $702,500 with Federal funds in the amount of $562,000.

JLG:dmc
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
[redacted]

326-1902

Portland

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone: 238-8226

December 13, 1978

JOHN LANG, Bureau Chief
Bureau of Street and Structural Engineering
400 Southwest Sixth Avenue, Rm. 411
Portland, OR 97204

SE Crystal Springs Boulevard - SE Glenwood Street
FAU 9699 (SE 39th Avenue) Multnomah County

Our staff has reviewed the City's plans for the project and are returning one set of prints. We have shown in red on the prints our comments and suggestions for bringing the plans into conformance with Federal requirements and plan standards.

The notations shown in red are self-explanatory, but there are a few points to be covered that need some clarification or additional information.

1. There is a discrepancy between the typical sections and the base design (copy attached to Sheet 2) that should be resolved.
2. The plans lack a "Traffic Control Plan" which is a Federal requirement. There is a plan for stage construction but no traffic control measures (signs, cones, barricades, etc.) are indicated.
3. The kind of pipe required for the storm sewer installations are not indicated. A pipe data note or pipe data sheet should be added to the plans.
4. Some of the inlets are located near the mid-point of the curb radius; about the location of the curb ramp (sidewalk ramp). The bars in the inlet grade are at right angles to the curb and this condition would not be safe for bicycles. If the inlet locations can be changed, fine. If not, some cross bars could be added to the grade.
5. The "narrative" with plans mentioned a pedestrian signal would be added to the traffic signal at 39th and Glenwood. The narrative says conduit, a post and push button will be needed. There is no mention of this on the plans. Will the City provide the plan for this or will it be in the contract?

REFERRED TO
___ Beard ___ Stoudenmeyer ___
___ Cole ___ Sample ___
✓ Eriksen ___ Watson ___
___ Hager ___ Dorn ___ Lau ___
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

Form 734-3122

___ Versteeg ___
I Christensen Don
___ George ___
___ Olson ___
___ Terpin ___
___ Sullivan ___
___ Scott ___
___ Anderson ___

RECEIVED
DEC 14 1978
ENGINEERING SECTION

___ Trout ___
Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

December 13, 1978
page 2

Attached is one copy of "A Guide to Consultant and Local Governments Preparing Federally Funded Contract Road Plans" which may be of help to the City in completing these plans.

The project is presently scheduled for contract letting the third quarter of 1979.

When your staff has completed the corrections, please send us the original tracings and their specification recommendations.

If you have any questions concerning the comments, please contact either me or Chuck Pietrok at telephone number 238-8246.

J.D. McClure
Project Development Engineer

Attachments

JDM/PE

cc: R.N. Bothman
Duane Christensen
M.J. Klotz
Chuck Pietrok

Multnomah

Salem, Oregon
December 8, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

SE Crystal Springs Blvd.-
S.E. Glenwood St.
FAU 9699 (SE 39th Ave.)
[redacted]

Robert N. Bothman, Administrator
Metropolitan Branch

We have reviewed the City's plans for the project and are returning one set of prints. We have shown in red on the prints our comments and suggestions for bringing the plans into conformance with Federal requirements and plan standards.

I believe most of the notations are self-explanatory, but there are a few points to be covered.

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The project is presently scheduled for contract letting the third quarter of 1979.

FE:ab
cc: Fred Eriksen

✓ Versteeg ✓
Christensen
George
Olson
Turpin
Sullivan
Scott
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ENGINEERING SECTION
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Do Not File ☐
Return To
Bring Up / /
Action

8992

2

March 10, 1978

City of Portland
City Hall
Portland, OR 97204

Attention: George Yerkovich
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. 6343

Gentlemen:

Attached for your records are two fully executed copies of an agreement for improvement of the S.E. Glenwood Street-S.E. Crystal Springs Boulevard Section of S.E. 39th Avenue in Portland.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Attachments

bc Don Harwell (Agreement attached)

8992

Portland

Salem, Oregon
January 3, 1978

J. H. Versteeg
Head of Engineering

J. E. Boyd
Right of Way Manager

Files 30406---30447
S.E. Glenwood St.-S.E. Crystal
  Springs Blvd. Sec.
S.E. 39th Avenue [redacted]
Multnomah County

Attached are 42 files (49 parcels), an authorization, and prints of Map 10C-31-3 for the subject City of Portland project.

It is our understanding that our R/W people will handle the acquisitions for the City and the City will designate the time period for the temporary easements. Easement limits for this project were designated on the survey submitted by the City.

By: R

Robert R. Rounds
R/W Description Supervisor

RRR:ej
Attachments

cc: Chuck Pietrzak, Metro. Office

8992

11-17-77

2

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO
[illegible]-9699(1)

STATE PROJECT NO.
See Below

PROGRAM NO.

COUNTY NAME
Multnomah

ITEM NO.
80017

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	11-17-77	FAU 9699
		STATE ROUTE NUMBER City Street

GENERAL LOCATION:

"SE Glenwood - Crystal Springs Blvd (Portland) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering including Utility Preparatory Work

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
XX PREPARATION : TEC NTE $37,500, F.F.-$32,175
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-10-77 and advice No. 823-10-8-01 dated 11-17-77

NOTED
F. B. KLABOE

Swan
12-12-77

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-17-77	EJ Walach	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8992

2

SUGGESTED LETTER FOR GOVERNOR'S SIGNATURE

October 13, 1977

The Honorable Brock Adams
Secretary of Transportation
400 Seventh Street, SW.
Washington, D. C. 20590

Through: C. [illegible] Brown, Oregon Division Administrator
Federal Highway Administration

Dear Secretary Adams:

I request your approval to use Interstate transfer funds for two highway projects in the Portland area. Funds for these projects are available from the withdrawal of the Mount Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that these two projects are regional priorities and have been developed in conformance with the region's continuing, cooperative, comprehensive transportation planning process. Enclosed are copies of a resolution adopted by the Columbia Region Association of Governments covering these requests. The funding will be matched as follows:

	Section	Work	Federal Funds	Matching Funds
Copy TRA 7-8-2	SE Morrison-SE Belmont (Grand-Morrison Turning Lane)	P.E. & Const.	$ 85,000	$14,200
	SE Glenwood-Crystal Springs Blvd. (34th Ave.-Glenwood to Crystal Springs)	P.E. & Const.	$235,000	$35,200

I have directed the Oregon Department of Transportation to process further requests for funding with the Federal Highway Administration.

Sincerely,

Governor

RMS:[illegible]
Enc.
cc Columbia Region Association
of Governments

bc [illegible]

bc F. B. Klaboe
R. S. Coulter
R. [illegible] Rothman

[illegible]

Con 21-10-1

[illegible]

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

October 10, 1977

The Honorable Robert W. Straub
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor:

Copy
INT 9-3d
Con 21-2
I-80

The Columbia Region Association of Governments has approved a resolution (copy attached) covering the use of Mt. Hood interstate transfer funds for two projects. I recommend your concurrence in this resolution.

Also attached is a suggested letter to Secretary of Transportation Brock Adams for your consideration.

We will forward the necessary programming documents to the Federal Highway Administration.

Sincerely,

Robert A. Burco
Director of Transportation

Attach.

cc Columbia Region Association
of Governments

bc F. B. Klaboe
H. S. Coulter
R. N. Bothman
D. H. Moehring
Alan Lightner

RECEIVED
DOT OPERATIONS
OCT 12 '77
REFER TO

CRAG RESOLUTION

BD 70709

FOR THE PURPOSE OF ESTABLISHING ADDITIONAL PROJECT PRIORITIES FOR CATEGORY II INTERSTATE TRANSFER MONIES (S.E. PORTLAND AREA)

WHEREAS, through BD 761104, the Board of Directors established two categories of projects under the Interstate Withdrawal and Transfer Process; and

WHEREAS, Category II monies through BD 761104 have been allocated as follows: A total of $16,004,600, including $301,000 for the Burnside Bridge; $4,300,000 for S.E. Portland to the eastern boundary of I-205; $395,600 for S.E. 72nd Avenue; and $11,008,000 for Powell Boulevard; and

WHEREAS, through BD 770505, precise S.E. Portland boundaries were established; and

WHEREAS, the City of Portland has now identified several projects which it wishes to funds with the $4,300,000 set aside for S.E. Portland projects; and

WHEREAS, TTAC has reviewed these projects and instructed CRAG staff to determine which projects have regional consequences and forward to the Board only those projects which were determined not to be of regional consequence; and

WHEREAS, the CRAG staff has reviewed the City's requested projects and has determined that only one has regional consequence, McLoughlin-Milwaukie Connection, $446,000 total cost, and should be held for closer review; now therefore be it

RESOLVED, the Board of Directors establishes additional Category II project priorities and respective federal monies for each as follows:

Project	Estimated Cost	Federal Cost
McLoughlin Pedestrian Crossing	$ 227,000	$ 195,220
Grand-Morrison Turning Lane	100,000	86,000
33rd and Broadway Turn Refuge	225,000	193,500
39th Avenue--Glenwood to Crystal Springs	276,000	237,360
39th and Stark Turn Refuge	85,000	73,100

Project	[illegible] Cost	Federal Cost
Curb Extension Program	100,000	86,000
Corner Modification Program	24,000	20,640
Signal Replacement--Actuated	97,600	83,940
S.E. Bybee and 23rd		
S.E. Tolman at Milwaukie, at 17th		
Signal Modification, Related		
Lane Treatment	132,300	113,780
Eight Locations--Pedestrian		
Bus Oriented		
TOTAL ESTIMATED COST	$1,266,900	$1,089,540

RESOLVED, the Board of Directors hereby finds: The projects are in accordance with the region's continuing, cooperative comprehensive planning process, are incorporated in the Transportation Plan and Annual Element, and hereby are given affirmative A-95 approval; and be it further

RESOLVED, the Board of Directors directs and authorizes the Executive Director to forward project applications to the Governor through his Department of Transportation for his consideration and submission to USDOT and to take other action as necessary to carry out the purposes of this resolution.

ADOPTED by the Board of Directors this 4th day of August, 1977.

By Larry Rice
Larry Rice, Executive Director

8992

STATE OF OREGON

INTEROFFICE MEMO ~~Project~~

TO: E. S. Hunter
Technical Services Engineer

DATE: October 11, 1977

FROM: Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Glenwood-Crystal Spring Blvd.
S.E. 39th Avenue
[redacted]

Versteeg
Christensen COPY
George
Olson
Terpin
Sullivan COPY
Scott
Savage

RECEIVED
OCT 25 1977
ENGINEERING SECTION

Trout COPY
Do Not File ☐
Return To
Bring Up / /
Action

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

APPROVED
ESH
DEPUTY STATE HIGHW[illegible]EER
Date 10-11-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region Metro R. N. Bothman
District 2 : W. W. Geibel
Region Metro Geologist: Dan Gano
B. L. Gifford

81-125-1387

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 20, 1977

In reply refer to: HA.6-OR

SUBJECT: Oregon Project IX-9699(-)
PROJECT ASSESSMENT
S.E. 39th Ave.
Multnomah County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The project assessment submitted by Mr. Wimer on September 9, 1977, has been reviewed. I concur in your finding that the proposed project constitutes a non-major action and in the type of environmental documentation required. We also concur in your traffic noise analysis.

William [illegible]
for G. L. Green

cc:
OSHD (Reg. Metro, Env.)
ODOT (Laux, Potter)

RECEIVED
STATE HWY ENGR
[illegible] '77
REFER TO
[illegible]
FOR 7

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☑ OPE ☐
SEP 27 1977

File: PM FA
LG OP
TAA ______

PROJECT ASSESSMENT

CATEGORY
3 PROJECT

NON-MAJOR
IX-9699(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date August 31, 1977

Section Glenwood-Crystal Spring Blvd.

Unit (if appl) ---

County Multnomah

City of Portland

Highway SE 39th Avenue

State Hwy. No. FAUS 9699

Termini: M.P.(if appl) ---

Length 3700 feet

Region Portland Metropolitan

Construction Estimate $276,000
Program Amount

B. Purpose of Project:

To improve a neighborhood collector and local transit street which provides the only direct access to an area on the southerly boundary of the City of Portland. The improvement will consist of reconstructing SE 39th Avenue between Glenwood and Crystal Springs in order to reduce maintenance costs and facilitate bus and auto traffic.

C. Origin & History of Project:

This project was identified by the Bureau of Maintenance as a street requiring reconstruction due to high transit usage. This project has the general support of the various neighborhood organizations.

D. General Description of Project:

The improvement will consist of widening the existing roadway to provide two travel lanes, two parking lanes, curbs and sidewalks.

Alignment: New ____ Existing x Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. none ; Shldrs gravel; Parking on shoulders
Proposed: No. Lanes 2 ; Med. none ; Shldrs. none ; Parking yes

Traffic: Existing Facility: Existing ADT 5000 ; Projected ADT 5200 ; Yr. 1990
Existing Level of Service B

Proposed Facility: Projected ADT 5000 ; Yr. 1990
Projected Level of Service B

Right of Way: Additional anticipated no ; if yes, give approx. No. Parcels______
Yes, No

Acres_______; Type of Relocation Req._________________; No. x

Materials Source, Borrow, Waste Disposal Requirements, if any:

Local sources

Type of Structure(s): None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

Included in City Southeast Transportation Improvement Program.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

No-build

Other Descriptive Information or Comments:

(Attach project sketch map.)

ART II. - ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: Land slopes to the south towards Johnson Creek located 1000 ft. south of Crystal Springs Blvd. The elevation differential is approximately 50 ft. between the project limits.

Flora of the area is generally maintained in the yards of single-family residences, and consists of trees, shrubs, gardens, and mowed lawns. The only flora found within the public right-of-way are grasses and a few shrubs. Fauna of the area can be expected to include rodents, opossum, squirrels, moles, and a variety of non-urban and typically urban avifauna.

2. Cultural: The project is located in the southeast section of Portland 0.5 miles east of Eastmoreland Golf Course, 0.4 miles southeast of Reed College, and 0.2 miles north of Johnson Creek. The area is zoned for single-family residences with a minimum lot area of 5,000 ft.^{2} A small island of commerical zoning is located at the intersection of 39th Ave. and Knapp St. The area is generally developed with older medium priced suburban type single-family residences. The only commercial development adjacent to the project is a service station located at the intersection of Knapp St. and 39th Ave. Berkeley Park abuts the west side of 39th Ave. between Cooper St. and Bybee St. A religious school and playground are adjacent to the west side of 39th Ave. between Knapp St. and Rex St., and a church is located on the east side of 39th Ave. between Knapp St. and Ogden St.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: No right-of-way will be acquired.

2. Estimated Impact on Traffic Patterns: No expected change in travel patterns.

Consequences--Air Quality, Noise, Safety, etc.:

The project will not affect air quality or noise levels. Pedestrian safety will be increased with the construction of curb and sidewalk.

3. Estimated Impact on Land Use: Adjacent land is fully developed and consistent with current zoning. The project will not influence land use change.

Consequences: None

4. Expected Impact on Natural Ecological Resources: Patches of grass throughout the project length, and shrubs along a one-block section will be removed from some sections of the public right-of-way.

Consequences:

Minimal since any fauna using the vegetation as habitat will find an abundance of similar habitat nearby.

5. Expected Impact on Cultural and Scenic Resources: No impact to cultural resources are expected since all improvements will be within current public rights-of-way. No impact on scenic resources are expected.

Consequences: None

6. Preliminary Identification of Areas of Critical Concern: None identified.

7. Potential for Controversial Issues: None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - The project is consistent with clean air implementation plans. It will not affect the types or amounts of emissions from vehicles using 39th Avenue. An Indirect Source Permit is not required.

b. Noise Standards - Vehicle-produced noise levels at noise sensitive properties should be below noise standard levels since traffic volumes and truck percentages are low. The project will not increase noise levels. A 7-7-3 noise report will not be required.

c. Water Quality Standards - Consistent.

d. Area Land Use and Transportation Plans, and Zoning - The project is consistent with Portland's Arterial Streets Policy which classifies SE 39th Ave. as a Neighborhood Collector. A typical Neighborhood Collector has 2 travel lanes with 2 parking lanes. The proposed project conforms to this typical section.

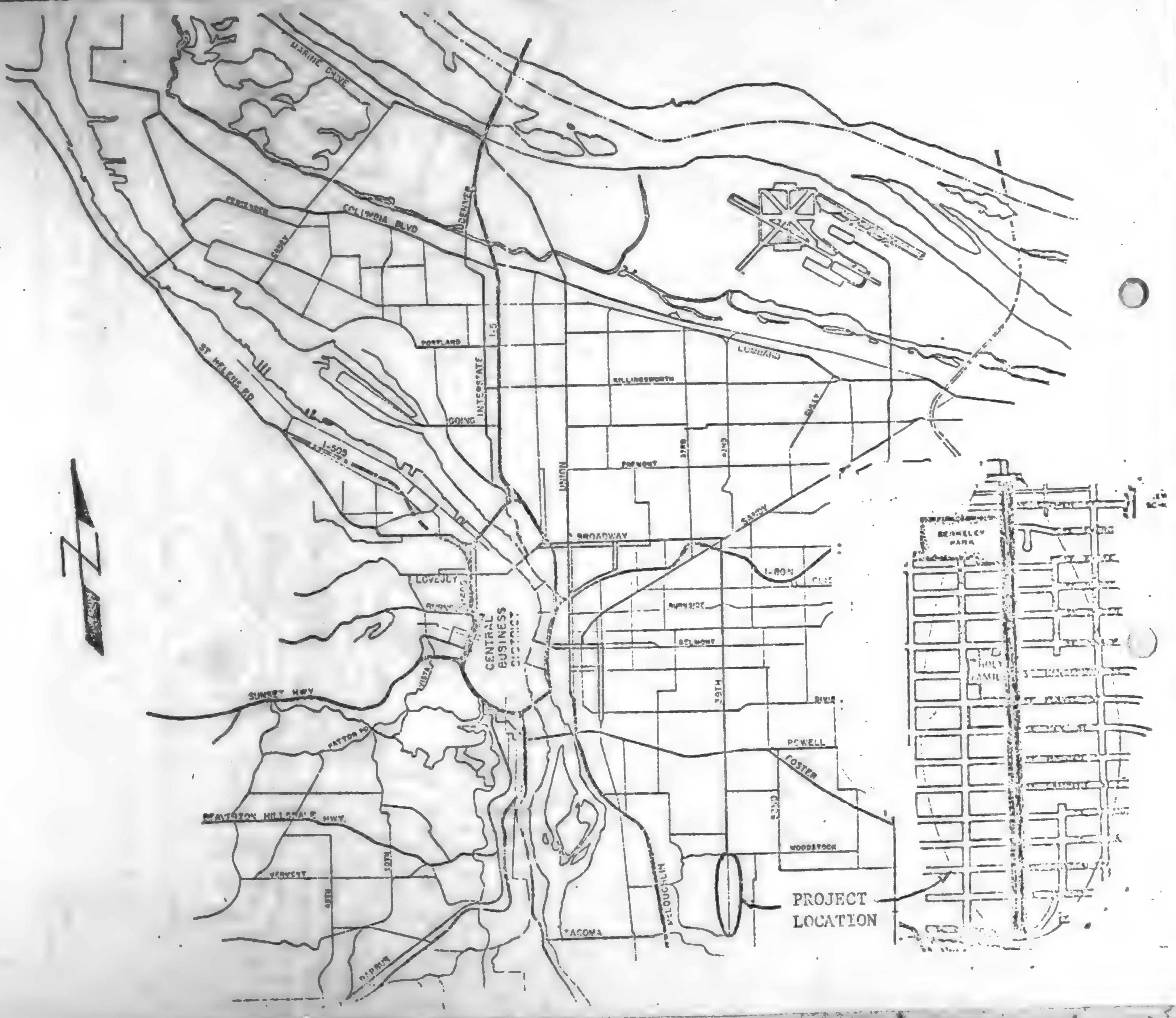
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The proposed project will improve a section of an existing roadway. It will not change traffic patterns or land use, and will not affect natural or man-made resources. Therefore, the project should be classified as a non-major action requiring an environmental assessment only.

D. Recommended Project Category: ____ 1 ____ 2 x 3 ____ 4


MARINE DRIVE
COLUMBIA BLVD
DENVER
LOMBARD
KILLINGSWORTH
PORTLAND
INTERSTATE
I-5
GOING
ST HELENS RD
I-505
UNION
FREMONT
SANDY
BROADWAY
I-80N
LOVEJOY
BURNSIDE
BELMONT
CENTRAL BUSINESS DISTRICT
SUNSET HWY
PATTON RD
VISTA
39TH
POWELL
FOSTER
BEAVERTON HILLSDALE HWY.
VERMONT
WOODSTOCK
MCLOUGHLIN
TACOMA
BERKELEY PARK
HOLY FAMILY
PROJECT LOCATION
N

8772

1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 10, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Project Data Submission
Multnomah County

Attached is support data for the following projects:

Item. No.	Project No.	Section
80016	IX-26(10)	S.E. Morrison-S.E. Belmont (Portland)
80017	IX-9699(1)	[redacted]

We request the following:

1) Financing for the preceding projects utilizing Interstate Substitution General Fund. Approval of this request will involve an estimated total cost and allotment of federal funds on each project as follows:

Project No.	Total Estimated Cost	Federal Funds
IX-26(10)	$100,000	$ 85,800
IX-9699(1)	$276,000	$236,800
	$376,000	$322,600

2) Authorization to proceed with all phases of preliminary engineering, including utility preparatory work for the following projects:

Project No.	Total Estimated Cost	Federal Funds
IX-26(10)	$ 10,000	$ 8,580
IX-9699(1)	$ 37,500	$32,175
	$ 47,500	$40,755

These requests are based on the previously forwarded CRAG Resolution BD 770709 dated August 4, 1977 and Governor Straub's letter dated October 12, 1977 to Mr. Brock Adams, Secretary of Transportation.

DES:dmc
Enclosures
cc: R. N. Bothman, Metro
E. L. Hardt, Region 1
Gary Zehner

8992

DATE: September 9, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Interstate Transfer Project Request

On the consent calendar for the September 22 meeting will be a request from the City of Portland for approval of a project utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway.

The request is for a $276,000 project to widen and improve a 0.70 mile section of S.E. 39th Avenue. The City will provide all of the required $38,640 of local match.

This project has been investigated and is eligible for funding under this program. I recommend your approval of the project and request authorization to sign the project agreement for and on your behalf.

Attachment

GEZ:lml

bc: R. A. Burco D. H. Moehring
C. W. Head J. H. Versteeg
F. B. Klaboe V. E. Skoog
E. S. Hunter D. N. Harwell
R. N. Bothman George Bell

CITY OF PORTLAND
Proposed Interstate Transfer Project

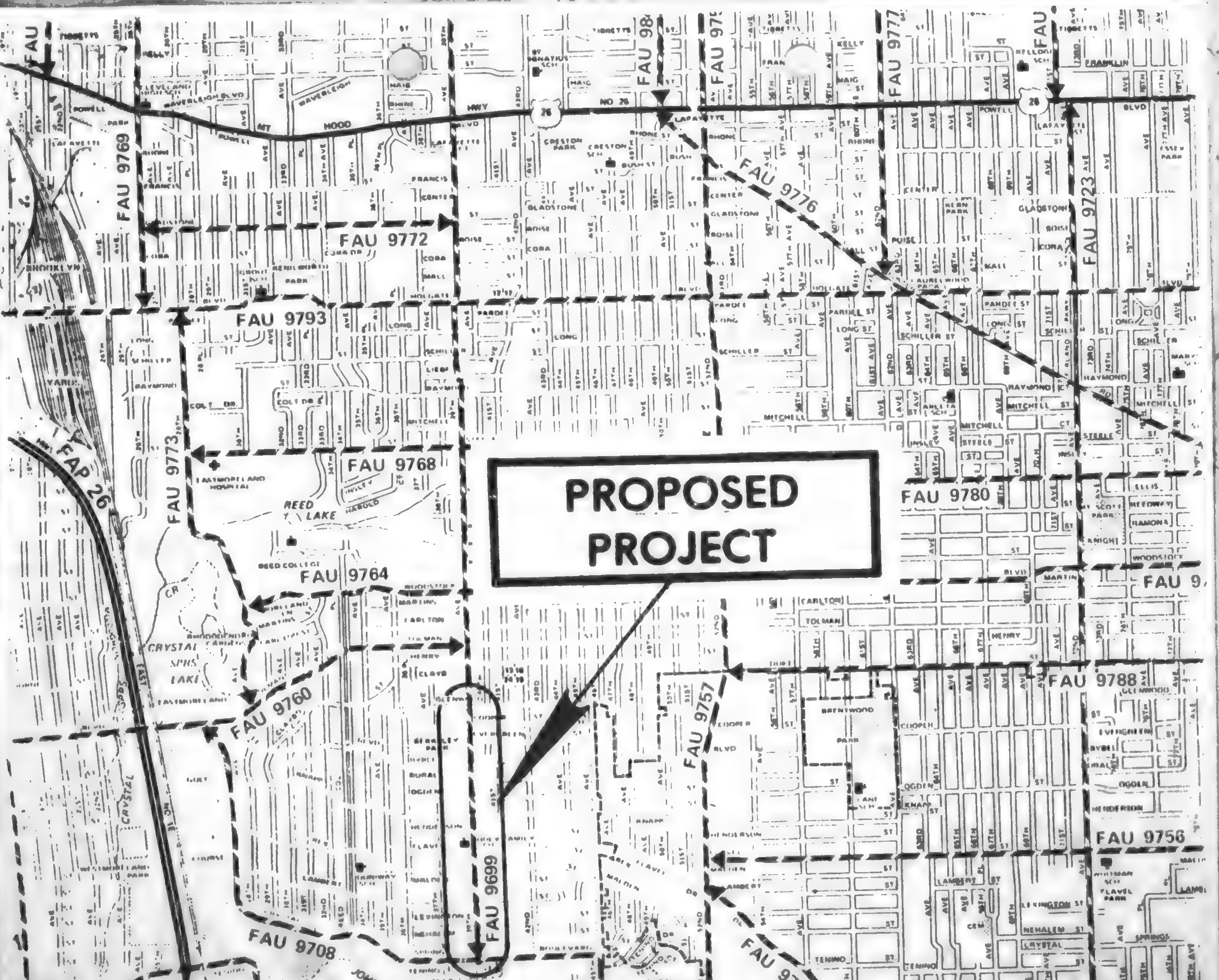
Glenwood Street-Crystal Springs Boulevard
Section, S.E. 39th Avenue, FAU 9699
Grade, Pave, Sign and Stripe
0.70 miles
$276,000

This project consists of reconstructing approximately 3,700 feet of S.E. 39th Avenue to provide a 40-42 foot curbed facility with sidewalk/bikeways.

The City will perform the bulk of preliminary and construction engineering for the project.

It is proposed that $237,360 in Interstate Transfer funds from the former Mt. Hood Freeway will be utilized for the project with the City of Portland providing $38,640 in match funds.

77-g
9/8/77


PROPOSED PROJECT
FAU 9699
FAU 9769
FAU 9772
FAU 9793
FAU 9776
FAU 9777
FAU 9723
FAU 9773
FAU 9768
FAU 9764
FAU 9760
FAU 9780
FAU 9788
FAU 9757
FAU 9756
FAU 9708
FAU 9727
FAU 9704
FAU 9724
FAU 9717
FAU 9707
FAU 9703
FAU 9761
FAU 9714
FAU 9700
FAP 26
MILWAUKIE
Pop. 18,030
REED LAKE
REED COLLEGE
CRYSTAL SPRS LAKE
JOHNSON CR
BRENTWOOD PARK
PORTLAND
HWY NO 26
BROOKLYN
YARD

8992 IX

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

[illegible]ion S.E. Glenwood - Crystal Springs Blvd.

Highway S.E. 39th Ave.

County Multnomah (city of Portland)

Date August 29, 1977

Authorization No. 1

Survey Prefix 326-1902 (Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly end of the survey is at intersection of Southeast Glenwood Street and 39th Avenue. The southerly end is at intersection of Crystal Springs Boulevard. The overall length of the survey is 0.70 mile.

Proposed:

Reconstruct base and AC pavement; provide curbs, sidewalks, drainage, striping, and signalization; 40-42 curb to curb section.

Purpose of survey:

City of Portland to perform field survey, plans, specs; state to monitor, review, and submit for PS&E.

CRAG approved
E-4 Funding
Category III

IX 9699 (1)
11-17-77

		Estimate of Cost
Field Survey	(901)	400
Citizen Participation	(902)	-
City or County	(903)	35,000
Consultant	(904)	-
Final Design	(905)	1,000
Bridge Design	(906)	-
Preliminary Design	(907)	-
R/W Descriptions	(909)	-
Soils & Geology	(910)	500
Traffic	(911)	-
Landscape	(912)	-
Liaison	(913)	-
Utility	(914)	-
Photogrammetry	(916)	-
Location Studies	(918)	-
Engr. Graphics	(919)	-
Office Engineer	(920)	-
Specifications	(921)	600
Environmental	(923)	-
Planning	(924)	-
Foundation Exploration	(926)	-
Seminars	(950)	-
Hearings	(980)	-
Equal Opportunity	(985)	-
Advisory Committees	(986)	-

Total estimated cost of survey	$37,500
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
Robert Ewen
R. T. Ewen, Metro Location Engineer

Recommended for Approval:
For
R. N. Bothman, Metropolitan Administrator

SP*23604-734

Recommended for Approval:
Frank E. Pepin
Location Engineer

Approved:
E S Hunter
Technical Services XXXXXXXXXXXXXX Engineer

Form E-39 (Rev. 9-71)

8992

Planning File No. ______

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section S.E. Glenwood - Crystal Springs Blvd.

Date August 29, 1977

Highway S.E. 39th Ave. FAUS 9699

Authorization No. 2

County Multnomah County

Survey Prefix 326-1902 (Assigned by Salem office)

426-1903

Description of termini, route, length, etc.:

The northerly end of the survey is at intersection of Southeast Glenwood Street and 39th Ave. The southerly end is at intersection of Crystal Springs Blvd. The overall length of the survey is 0.70 mile.

Proposed: Reconstruct base and AC pavement; provide curbs, sidewalks, drainage, striping, and signalization; 40-42 curb-to-curb section

Purpose of Survey: City of Portland to perform field survey, plans, specs; state to monitor, review, and submit for PS & E.

CRAG approved 1x9699 (1)
E-4 Funding 11-17-77
Category III
Non-[illegible]

Estimate of Cost

Field Survey	(901)	$ 1,000
Citizen Participation	(902)	-
City or County	(903)	47,000
Consultant	(904)	-
Final Design	(905)	1,000
Bridge Design	(906)	-
Preliminary Design	(907)	-
R/W Description	(909)	3,000
Soils & Geology	(910)	2,000
Traffic	(911)	500
Landscape	(912)	-
Liaison R/W	(913)	-
Utility	(914)	200
Photogrammetry	(916)	-
Location Studies	(918)	-
Engr. Graphics	(919)	50
Office Engineer	(920)	-
Specifications	(921)	1,200
Environmental	(923)	100
Admin. Serv.(Engr.)	(922)	50
Foundation Exploration	(926)	-
Seminars	(950)	-
Hearings	(980)	-
Equal Opportunity	(985)	-
Advisory Committees	(986)	-

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$56,200
Previous authorization	37,500
Additional authorization requested	18,700
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: Robert T. Ewen
ROBERT T. EWEN, Metro Location Engineer

Recommended for Approval:
Regional Engineer
M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval: Frank E. Pepin
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23606-734

7772

FEDERAL AID PROJECT REQUEST

Date May 25, 1977

Applicant Agency City of Portland

Request for: Off-System___, FAS-C___, FAUS___ Project "e-(4)" Project x

Federal Aid Route No. FAUS 9699 Route Name SE 39th Avenue

Project Name SE 39th Avenue from Glenwood to Crystal Springs Blvd.

Project Length 3700 feet Project Location (Attach sketch map)

Project Description Reconstruct base, construct A.C. pavement, curbs, sidewalks, drainage, striping, signing.

Average Daily Traffic 5000 ADT Design Speed 30 mph (BTE-1975)

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24 feet Travel Lanes 2 Shoulders gravel - vary

Medians none Parking both sides

Sidewalks some

Remarks 30% existing curbs are set at a 40' width north of Bybee St., and 42', south of Bybee St.

2. Desired Roadway Cross Section: (Attach sketch)

Width 40/42 Travel Lanes 2 Shoulders none

Medians none Parking both sides

Curbed yes Length Curb Radii 15' min.

Sidewalk/Bikeway 5 to 8 ft. depending upon R/W available

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width varies Minimum 52.7' from Bybee to Crystal Spring Maximum 80' from Glenwood to Bybee

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes___ No x

3. Will additional right-of-way be needed? Yes___ No x
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes___ No___

Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Pedestrian actuated push button signal at Glenwood will stop 39th Ave. traffic for pedestrian crossing when installation is completed in August 1977

2. Proposed Signalization:

Location Existing pedestrian actuated pedestrian signal at Glenwood

Type Pedestrian Actuated
Phases 2
Type of Suspension Span Wire
Interconnected none
Remarks new signal to remain in place

3. Permanent Signing:

Include in project or by applicant? include in project

4. Permanent Striping:

Include in project or by applicant? include in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

wood poles, overhead wiring, PGE leased 400 watt mercury vapor lamps at approximatel 260 foot spacing on west side. Approximately 130 foot spacing at northerly end

2. Proposed Illumination:

Location
Type

Remarks Existing illumination to remain in place

V. STRUCTURE DATA N.A.

1. Existing Structure:

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure: N.A.

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

I. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Ralph Tashima 248-4330 Bureau of Street & Structural Engineering
2. Environmental	" " Bureau of Street & Structural Engineering
3. Public Hearing	" " Bureau of Street & Structural Engineering

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State ____ Consultant ____

2. Project construction engineering to be performed by:

Applicant X State ____ Consultant ____

3. Will applicant perform any work prior to or after award of contract?

Yes X No ____

If "yes," describe briefly: Preliminary engineering and construction inspection.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 238,500
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other	
Preliminary engineering	37,500
PROJECT TOTAL	$ 276,000

Remarks ____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland and/or ____ COUNTY

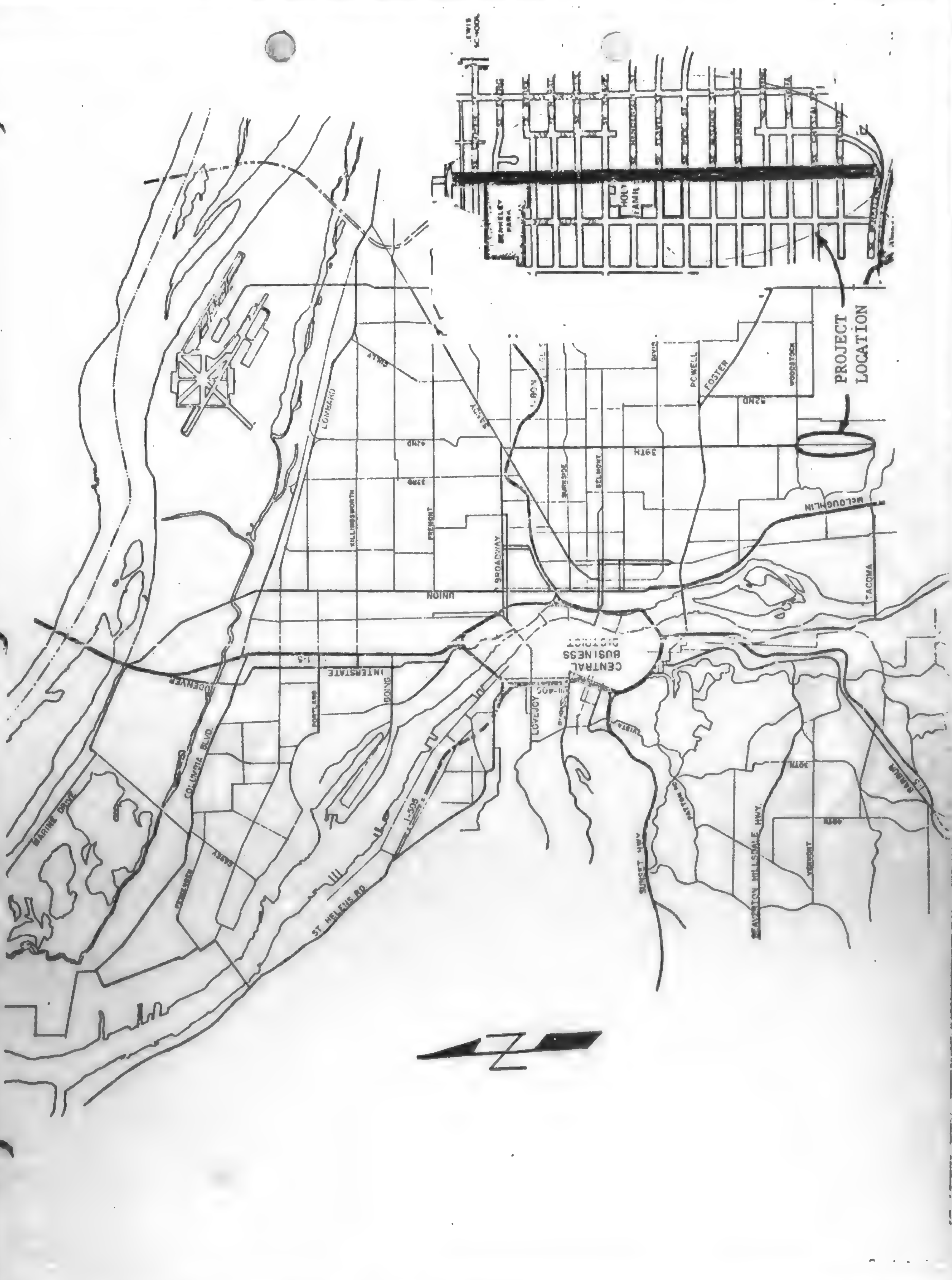
By ____
Mayor

By ____
Commissioner of Public Works

By ____

By ____

By ____



PROJECT LOCATION
LEWIS SCHOOL
HOLY FAMILY
BERKELEY PARK
CENTRAL BUSINESS DISTRICT
UNION
INTERSTATE
I-5
DENVER
MARINE DRIVE
COLUMBIA BLVD.
LOMBARD
SANDY
BROADWAY
FREMONT
KILLINGSWORTH
42ND
33RD
BURNSIDE
BELMONT
39TH
POWELL
FOSTER
WOODSTOCK
82ND
MCLOUGHLIN
TACOMA
BARBUR
LOVEJOY
I-405
I-505
ST. HELENS RD.
SUNSET HWY.
BEAVERTON HILLSDALE HWY.
VERMONT
30TH
N

CRAG RESOLUTION

BD 770709

FOR THE PURPOSE OF ESTABLISHING ADDITIONAL PROJECT PRIORITIES FOR CATEGORY II INTERSTATE TRANSFER MONIES (S.E. PORTLAND AREA)

WHEREAS, through BD 761104, the Board of Directors established two categories of projects under the Interstate Withdrawal and Transfer Process; and

WHEREAS, Category II monies through BD 761104 have been allocated as follows: A total of $16,004,600, including $301,000 for the Burnside Bridge; $4,300,000 for S.E. Portland to the eastern boundary of I-205; $395,600 for S.E. 72nd Avenue; and $11,008,000 for Powell Boulevard; and

WHEREAS, through BD 770505, precise S.E. Portland boundaries were established; and

WHEREAS, the City of Portland has now identified several projects, which it wishes to funds with the $4,300,000 set aside for S.E. Portland projects; and

WHEREAS, TTAC has reviewed these projects and instructed CRAG staff to determine which projects have regional consequences and forward to the Board only those projects which were determined not to be of regional consequence; and

WHEREAS, the CRAG staff has reviewed the City's requested projects and has determined that only one has regional consequence, McLoughlin-Milwaukie Connection, $446,000 total cost, and should be held for closer review; now therefore be it

RESOLVED, the Board of Directors establishes additional Category II project priorities and respective federal monies for each as follows:

Project	Estimated Cost	Federal Cost
McLoughlin Pedestrian Crossing	$ 227,000	$ 195,220
Grand-Morrison Turning Lane	100,000	86,000
33rd and Broadway Turn Refuge	225,000	193,500
39th Avenue--Glenwood to Crystal Springs	276,000	237,360
39th and Stark Turn Refuge	85,000	73,100

Project	Estimated Cost	Federal Cost
Curb Extension Program	100,000	86,000
Corner Modification Program	24,000	20,640
Signal Replacement--Actuated	97,600	83,940
S.E. Bybee and 23rd		
S.E. Tolman at Milwaukie, at 17th		
Signal Modification, Related		
Lane Treatment	132,300	113,780
Eight Locations--Pedestrian		
Bus Oriented		
TOTAL ESTIMATED COST	$1,266,900	$1,089,540

RESOLVED, the Board of Directors hereby finds: The projects are in accordance with the region's continuing, cooperative comprehensive planning process, are incorporated in the Transportation Plan and Annual Element, and hereby are given affirmative A-95 approval; and be it further

RESOLVED, the Board of Directors directs and authorizes the Executive Director to forward project applications to the Governor through his Department of Transportation for his consideration and submission to USDOT and to take other action as necessary to carry out the purposes of this resolution.

ADOPTED by the Board of Directors this 4th day of August, 1977.

By ______________________
Larry Rice, Executive Director

1979 Hudson Slough-B.L.M. 8994
Reload Sec. Lower Smith Sec.
(Pav.)

CXA 7061, 6-20-79

8994

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-11-81	CC 81-25		510-1092-297

BILL TO: Code: __________

Douglas County Board of Commissioners
Courthouse
Roseburg, Oregon 97470
Attn: Mr. Kenneth Erickson-Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Hudson Slough - BLM Reload Section - Lower Smith Road, FAS-A409. This is an FAS-C Project #SR-RS-A409(1)			
County Advance Deposit			$60,000.00
County Share of Project Costs			41,495.62
REFUND DUE COUNTY			$18,504.38
(Please send copy of itemized statement with billing)			

Advance Deposit Amount	$ 60,000.00
Advance Deposit Previously Transferred to Highway Fund	$ 40,000.00
Balance	$ 20,000.00
Transfer to Highway Fund	$ 1,495.62
Refund Due	$ 18,504.38
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 2007

Amount Due . . . . . $

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 5-11-81

COUNTY DOUGLAS **Contract No.** 8994 **Date Completed** Sept. 20, 1979

PROJECT # SR-RS-A409(1) **Section** Hudson Slough-BLM Reload Section

PAYMENTS TO CONTRACTOR

	ITEM	TOTAL COST
Payment to Contractor	(Federal Participation)	$657,435.00
Engineering		35,548.43
		$692,983.43
Engineering	(Non Participation)	$ 436.35
TOTAL PROJECT COST		$693,419.78
Federal Funds Collected		610,864.89

County Share of Project Costs are as follows:

1/2 ($692,983.43 - $610,864.89) + $436.35 = $41,495.62
$41,059.27 + $436.35

County Advance Deposit	$ 60,000.00
County Share of Project Costs	41,495.62
REFUND DUE COUNTY	$ 18,504.38

Reference: Billing Form CC 81-25

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Hudson Slough-BLM Reload Lower Smith River Road in Douglas County					
	Construction Type Code 8201					
	Final Contract Payment Summary	Lump Sum			$602,384.85	
	Type Code Y101					
	Final Contract Payment Summary	Lump Sum			55,050.15	
	Total Participating Construction Costs				$657,435.00	
	Construction Engineering					
	Final Contract Payment Summary	Lump Sum			2,000.00	
	State $30,569.02 2,979.41	All Required			33,548.43	
	Total Participating Construction Engineering				$ 35,548.43	
	Total Participating Costs				$692,983.43	
	Nonparticipating Items					
	Construction Engineering	All Required			436.35	
	Total Nonparticipating Costs				$ 436.35	
	TOTAL COSTS				$693,419.78	
	Prepared based on Participating Costs as shown on Federal Billing as of 1/15/81.					
	AMOUNT CARRIED FORWARD					

GPO 944 893

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capital Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. ER-RS-A409(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 6-28-79 To: 6-14-80

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
073	$690,400.43	$690,004.02	88.15%	$608,238.54	$608,238.54	$ 0.00
076	3,019.35	2,979.41	88.15%	2,626.35	2,626.35	0.00
	$693,419.78	$692,983.43	88.15%	$610,864.89	$610,864.89	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		Oregon
PASSED FOR PAYMENT		1-21-81
FORWARDED BY FHWA DIVISION OFFICE	V.E. Skoog, Controller	

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
                                                                                            16.55     80   80
                                  510   1079    900    00 N 1                              550.05     78   80
                                  510   1079    915    00 P 1                              374.61     79   79
                                  510   1079    950    00 P 1                           56,589.93
                                                TOT       P1                                16.55
                                                TOT       N1                            56,606.63  **
                                              ** JOB TOTALS **           **          **

                                                                                                  STATE
HDSN SL-BLM LOWER SMITH RIV R CONT NO 8994 X FA PROJ NOS SR  409001  91 RS  409001  09  659,435.00    79   80
                                  510   1092    201    00 P 1


                                                                       MARCH 1981        PAGE  274
TOTAL TO DATE JOB COST SUMMARY
                                                                         FISCAL          GRAND TOTAL     ACTIVE YR
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX       FUNCTION   GR  CURRENT MONTH  YEAR TO DATE     TO DATE     BEG    EN
                                  510   1092    208    00 N 1                              14.80CR    80   80
                                  510   1092    296    00 N 9                         650,864.89CR    79   80
                                  510   1092    297    00 N 9                          40,000.00      79   79
                                  510   1092    298    00 N 9                         610,864.89      79   80
                                  510   1092    900    00 P 1                          30,523.68      79   80
                                  510   1092    900    00 P 2                           2,974.92      79   80
                                  510   1092    900    00 N 1                             397.08      79   79
                                  510   1092    900    00 N 2                              39.27      79   79
                                  510   1092    920    00 P 1                              45.34      79   79
                                  510   1092    920    00 P 2                               4.49      79   79
                                  510   1092    928    00 N 1                              14.13      79   80
                                  510   1092    928    00 N 2                                .67      80   80
                                                TOT       P1                          690,004.02
                                                TOT       P2                            2,979.41
                                                TOT       N1                              396.41
                                                TOT       N2                               39.34
                                              ** JOB TOTALS **           **          **   693,419.78  **

                                                                                                 STATE
GILLIAM CO PAVEMENT MARKINGS  CONT NO     X FA PROJ NOS PMS 005013 100
                                  511   1078    278    01 P 1                          10,192.25      75   80
                                  511   1078    296    00 N 9                          10,192.25CR    75   79
                                  511   1078    298    00 N 9                          10,192.25      75   79
                                  511   1078    900    00 N 1                              11.58      80   80
                                                TOT       P1                           10,192.25
                                                TOT       N1                               11.58
                                              ** JOB TOTALS **           **          **    10,203.83  **

                                                                                                 STATE.
RHEA RD RELOCATION UNIT      CONT NO 8639   FA PROJ NOS RS  452001 100
                                  511   1081    201    00 P 1                         400,234.82      78   8
                                  511   1081    201    00 N 1                           4,588.50      79   7
                                  511   1081    203    00 P 1                           1,600.00CR    78   7
                                  511   1081    204    00 N 1                           1,500.00CR    78   7
                                  511   1081    290    05 N 1                           1,747.50CR    79   7
                                  511   1081    290    06 N 1                           1,541.00CR    79   7
                                  511   1081    296    00 N 9                366.26CR   427,195.46CR    78   8
                                  511   1081    297    00 N 9                          20,700.00      78   7
                                  511   1081    298    00 N 9                366.26   406,495.46      78   8
                                  511   1081    900    00 P 1                306.00    66,945.62      77   8
                                  511   1081    900    00 N 1                             154.02      78   7
                                  511   1081    900    01 P 1                           7,639.87      78   8
                                  511   1081    920    00 P 1                              26.17      79   7
                                  511   1081
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                                   510   1079     915      00 P 1                                              550.05    78    80
                                   510   1079     950      00 P 1                                              374.61    79    79
                                                  TOT      P1                                               56,589.98
                                                  TOT      N1                                                   16.55
                                               ** JOB TOTALS **              **                  **         56,606.63  **

                                                                                                                      STATE
HOSN SL-BLM LOWER SMITH RIV R CONT NO 8994 * FA PROJ NOS SR  409001  91 RS  409001  09                     6F9,435.00    79    80
                                   510   1092     201      00 P 1


TOTAL TO DATE JOB COST SUMMARY                                              MARCH 1981        PAGE  274
                                                                               FISCAL         GRAND TOTAL     ACTIVE YR
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION  GR  CURRENT MONTH  YEAR TO DATE      TO DATE       BEG   EN
                                   510   1092     208      00 N 1                                   14.80CR    80    80
                                   510   1092     296      U0 N 9                              650,864.89CR    79    80
                                   510   1092     297      00 N 9                               40,000.00      79    79
                                   510   1092     298      00 N 9                              610,864.89      79    80
                                   510   1092     900      00 P 1                               30,523.68      79    80
                                   510   1092     900      00 P 2                                2,974.92      79    80
                                   510   1092     900      00 N 1                                  397.08      79    79
                                   510   1092     900      00 N 2                                   39.27      79    79
                                   510   1092     920      00 P 1                                   45.34      79    79
                                   510   1092     920      00 P 2                                    4.49      79    79
                                   510   1092     928      00 N 1                                   14.13      79    80
                                   510   1092     928      00 N 2                                     .67      80    80
                                                  TOT      P1                                  690,004.02
                                                  TOT      P2                                    2,979.41
                                                  TOT      N1                                      396.41
                                                  TOT      N2                                       39.34
                                               ** JOB TOTALS **              **                  **        693,419.78  **

                                                                                                                 STATE
  GILLIAM CO PAVEMENT MARKINGS  CONT NO      * FA PROJ NOS PMS 00S013 100                          10,192.25     75    80
                                   511   1078     278      01 P 1                                  10,192.25CR   75    79
                                   511   1078     296      00 N 9                                  10,192.25     75    79
                                   511   1078     298      00 N 9                                      11.58     80    80
                                   511   1078     900      00 N 1
                                                  TOT      P1                                      10,192.25
                                                  TOT      N1                                          11.58
                                               ** JOB TOTALS **              **                  **        10,203.83  **

                                                                                                                 STATE.
  RHEA RD RELOCATION UNIT       CONT NO 8639   FA PROJ NOS RS  452001 100                         400,234.82     78    8
                                   511   1081     201      00 P 1                                   4,588.50     79    7
                                   511   1081     201      00 N 1                                   1,600.00CR   78    7
                                   511   1081     203      00 P 1                                   1,500.00CR   78    7
                                   511   1081     204      00 N 1                                   1,747.50CR   79    7
                                   511   1081     290      05 N 1                                   1,541.00CR   79    7
                                   511   1081     290      06 N 1                      366.26CR   427,195.46CR   78    8
                                   511   1081     296      00 N 9                                  20,700.00     78    7
                                   511   1081     297      00 N 9                      366.26     406,495.46     78    8
                                   511   1081     298      00 N 9                      306.00      66,345.62     77    8
                                   511   1081     900      00 P 1                                     154.02     78    7
                                   511   1081     900      00 N 1                                   7,639.87     78    8
                                   511   1081     900      01 P 1                                      26.17     79    7
                                   511   1081     920      00 P 1
```

8994 L.

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 8-14 80

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. SR-RS-A409(1)	2. COUNTY Douglas	3. STATE Oregon 8994

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental, involved construction of asphalt concrete pavement overlay. Work was completed September 20, 1979 on the Hudson Slough-B.L.M. Reload Section of the Lower Smith Road (FAS A409) and began approximately 3 miles northeast of Reedsport.

5. CONTRACTOR'S NAME J. C. Compton Company	6. CONTRACT AMOUNT $ 696,281.35

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)*

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED STATE HWY ENG SEP 2 '80 REFER TO FOR File Act Sign D/R R/D Inves Info

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 26 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*	TYPE CODE NUMBER	NET LENGTH *(Miles)*
6201 Y101	10.0 0.0	24		

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY T. P. Lowe, Area Engineer	11. DATE OF INSPECTION 10-22-79

12. IN COMPANY WITH

Jim Cix, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE TP Lowe T. P. Lowe Area Engineer		16. SIGNATURE D.K. Hossner D. K. Hossner,	
14. TITLE Area Engineer	15. DATE 8-14-80	17. TITLE Field Operations Engineer	18. DATE 8-14-80

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

CON 5
Contract No. 8994

December 7, 1979

Seaboard Surety Company
Seattle First National Bank Bldg.
1001 4th Avenue
Seattle, WA 98154

Gentlemen:

Contract No. 8994 awarded to J. C. Compton Company for paving on the Hudson Slough-B.L.M. Reload Section of the Lower Smith River Road in Douglas County, was completed on September 20, 1979, and accepted by the State Highway Engineer on December 5, 1979.

Final payment in the amount of $167.27 will be released to the contractor after December 12, 1979. The total contract amount is $659,435.00, including $346.04 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Mead
COMMISSION SERVICES

dmc

cc J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8994

2

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

12 6 79

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Electric, Inc. No. 8836	Beaverton/Hillsdale Hwy., @ 91st Avenue Washington County	November 13, 1979
Hertz Electric, Inc., No. 8895	Division St. @ Greenwood Ave. (Bend) Deschutes County	November 13, 1979
Ross Bros. Const., Inc., No. 8651	Skipanon River Bridge Clatsop County	November 14, 1979
Roy L. Houck Const. Co. No. 8864	Jewell Jct.-Summit (M.P. 22.90 & 25.32) Clatsop County	November 15, 1979
Tice Electric Co. No. 8852	Clackamas Hwy. @ Evelyn St. & Clackamas/Boring Hwy. Clackamas County	November 19, 1979
Hertz Electric, Inc. No. 8900	Santiam Hwy. @ Dewey St. (Lebanon) Linn County	November 19, 1979
Roseburg Paving, Inc. No. 8717	N.E. Diamond Lake Blvd.-S.E. Washington Ave. (Roseburg), Douglas Co.	November 20, 1979
Babler Bros., Inc., No. 8979	Sandy E.C.L.-E. Brightwood Loop, Clackamas County	December 4, 1979
J. C. Compton Co., No. 8994	Hudson Slough-BLM Reload, Douglas County	December 5, 1979

December 6, 1979

For H. S. Coulter, State Highway Engineer

8994

10-17-79

Statement of Overruns & Underruns

[redacted] Reload Section
Lower Smith River Road
Prefix #510-1092-900 Contract #8994
F.A. #SR-RS-[redacted](1) Douglas Co

Item	Authorization	Final	% ±
Contract Amount	696,281.35	658,662.89	-94.6
Contingencies	32,516.16	0.00	-100.
Anticipated Items	26,300.00	604.84	-02.3
Engineering	65,032.32	31,000.00	-47.7
Const. Auth.	820,129.83	690,267.73	-84.2

B.I. #	Item	Bid Qty.	Final Qty	% ±
4	Temporary Signs	408	429	+5.0
5	Temporary Barricades None required-No room to set them up.	8	0	-100
6	Flagmen Required for handling traffic safely.	600	703	+17.0
7	Pilot Cars All required. Used flagmen with 2-way radios in lieu of pilot car for some of work.	300	130	-56.7
8	Removal of guardrail on bridges	550.00	547.00	-0.01
9	Prep. of shoulders More widening done, both sides, than planned in order to maintain original alignment.	6	7.48	+24.7
10	Class 'B' AC	19,500	19,387.12	-0.6
11	Class 'B' AC Level & Base Course	10,000	10,000.00	0.00
12	Asph. Cement in Mix All required in accordance with mix design.	1,950	1,597.96	-18.1
13	Asphalt in Tack coat	20	22.375	+ 1.1
14	Guard Rail Type 1A	1,150	1,050.00	- 8.7
15	Guardrail Anchors No anchors used at four locations due to terrain.	16	14	-12.5
16	Rail End Pieces Type 'C'	20	20	0.00
17	Metal Rail	550	525	- 4.5
18	Extra for Asphalt Approaches Extra approaches paved in order to eliminate steep drop-off at edge of roadway.	39	43	+10.0

Versteeg
Anderson Doc
Christensen
Olson
Sullivan copy
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Trout
Wakerlig
RECEIVED
OCT 17 1979
ROAD DESIGN SECTION
Do Not File
Return To
Bring Up
Action

October 10, 1979

NARRATIVE REPORT

Hudson Slough - BLM Reload
Lower Smith River Road
FAS A-409
Douglas County
Contract No. 8994

This contract was primarily for an asphaltic concrete overlay plus leveling course to restore supers and crowns and taking out abrupt sags.

Other work consisted of new steel posts and guardrail on bridges with standard guardrail flairs at the bridge ends.

The project was awarded to J.C. Compton on July 19, 1979. Crushing commenced July 16, 1979 with Umpqua Navigation as the supplier. We used the same aggregate specifications and AC Mix design as previously used on Contract No. 8865.

AC paving commenced July 19, 1979 on shoulder widening and pre-leveling. All paving was completed August 7, 1979. The completed pavement is quite acceptable and the Douglas County officials appeared quite pleased with the job done. The crushing and paving operations were well organized and no difficulties were encountered. Our inspectors and field crew did an excellent job of marking out corrections for the pre-leveling and widening.

The bridge rail and guardrail items were sub-contracted to Don Bogart. He had some difficulties in obtaining materials and only a small crew for the installation. All work was satisfactorily completed on Sept. 20, 1979.

Final inspection, involving FHWA, is being delayed until such time as the County has placed shoulder rock and permanent signing.

Vernon E. Shull

Vernon E. Shull
Resident Engineer

8994

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hudson Slough - BLM Reload Sect

WEEK ENDING: October 6, 1979

SECTION PREFIX: 510-1092

HIGHWAY: Lower Smith River

COUNTY: Douglas

NAME OF JOB: Hudson Slough - BLM Reload Sect

KIND OF WORK: Paving

CONTRACTOR: J.C. Compton Co

CONTRACT NUMBER: 8994

FEDERAL AID PROJECT NUMBER: SR-RS-A409(1)

DATE OF CONTRACT: July 19, 1979

DATE WORK STARTED: July 16, 1979

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED work CALENDAR DAYS 110

WORK DAYS USED

work CALENDAR DAYS USED 51

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 46.4

PROJECT AUTHORIZATION: $ 820,129.31

EXCLUSIVE OF ENGINEERING: $ 755,097.51

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 659,267.33

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 12.7%

ENGINEERING AUTHORIZATION: $ 65,032.32

this week 497.68

ENGINEERING COST TO DATE: $ 29,974.14

PERCENT OF AUTHORIZATION: 46.1%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 87.3

DATE PROJECT WAS COMPLETED: Sept 20, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	G. Rail	
				100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					10.1
MILES PARTIALLY COMPLETED					10.1
MILES COMPLETED					10.1
TOTAL ESTIMATED QUANTITIES (CONTRACT)					29,500 ton
TOTAL QUANTITIES CORRECTED TO DATE					29,387
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					29387
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	30	Clear - warm	0		
MONDAY	1	Clear - warm	0		
TUESDAY	2	Clear - warm	0		
WEDNESDAY	3	Clear - warm	0		
THURSDAY	4	Clear - warm	0		
FRIDAY	5	Clear - warm	0		
SATURDAY	6	Clear - warm	0		

RECEIVED
OCT 9 1979
CONSTRUCTION
BRANCH

Kadbury
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richard
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Work on semi-final nearly completed. Will submit next week.

This is the final report.

Total miles - 1,210

SIGNED V. E. Shull LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

2734

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8.13	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 7-30-79	Oregon County Douglas Project No. SR-RS-A409(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 3.7 mi. E. of Gardiner, NE 10 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-20-79	10.1

OTHER *(Specify)*

FUNDS Pro Rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
724,618.00(79) $ 63,839.00(74)	638,750.00(79) $ 60,681.00(74)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

xx For: H.S. Coulter
By

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JUL 30 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit, to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon, July 24, 1979

Federal Aid Project
No. SR-RS-A409(1)

Hudson Slough - BLM Reload
Lower Smith River Road
In Douglas County

Project agreement estimate.

Type Code 6201
Roadway (M.P. 3.5 to M.P. 13.6

Furnishing Field Laboratory	All Required		$ 2,000.00
Mobilization	All Required (90%)		33,255.00
Temporary Protection and Direction of Traffic	All Required (80%)		8,880.60
Temporary Signs	306 Sq. Ft.	3.70	1,132.20
Temporary Barricades	6 Each	42.00	252.00
Flagman	500 Hrs.	18.25	9,125.00
Pilot Car	250 Hrs.	1.00	250.00
Preparation of Shoulders	6 Mile	960.00	5,760.00
Class "B" Asphalt Concrete Mixture	19,500 Ton	12.20	237,900.00
Class "B" Asphalt Concrete Mixture in Leveling and Base Course	10,000 Ton	12.20	122,000.00
Asphalt Cement in Mixture	1,950 Ton	105.00	204,750.00
Asphalt in Tack Coat	20 Ton	175.00	3,500.00
Extra For Asphalt Approaches	39 Each	175.00	6,825.00
			$635,629.80

Anticipated Items

Permanent Paving Striping	All Required	$ 2,000.00
On The Job Trainees	All Required	800.00
		$ 2,800.00
	Subtotal	$638,429.80
	Engineering	86,188.20
	Total	$724,618.00

Type Code Y101
Safety (Guard Rail)

Mobilization	All Required (10%)		$ 3,695.00
Temporary Protection and Direction of Traffic	All Required (20%)		2,220.15
Temporary Signs	102 Sq. Ft.	3.70	377.40
Temporary Barricades	2 Each	42.00	84.00

Flagman	100	Hrs.	18.25	1,825.00
Pilot Car	50	Hrs.	1.00	50.00
Removal of Guard Rail	550	Lin. Ft.	5.00	2,750.00
Guard Rail Type 1A	1,150	Lin. Ft.	15.00	17,250.00
Guard Rail Anchors Type 1	16	Each	325.00	5,200.00
Rail End Pieces Type C	20	Each	150.00	3,000.00
Metal Rail	550	Lin. Ft.	44.00	24,200.00
			Subtotal	$60,651.55
			Engineering	8,187.45
			Total	$68,839.00

Length of project - - - - - 10.1 mi.
Cost per mile - - - - - - - - $71,744.35

Retained in Program (Not included in amounts below)

Asphalt Cement Adjustment	$20,000.00
Roadway Widening in fills	2,000.00
Subgrade repair with backhoe	500.00
Total	$22,500.00

Summary of Funds

Description	AppN.Code	Total Funds	Federal Funds	State Funds	County Funds
Roadway	79	$724,618	$638,750	$42,934	$42,934
Safety	75	68,839	60,681	4,079	4,079
Total		$793,457	$699,431	$47,013	$47,013

(Group 1-91%) (Group 2-9%)
Prefix 10-8230
Contract No. 8994
Prefix 510-1092

Oregon State Highway Division
Salem, Oregon, July 24, 1979

Federal Aid Project
No. SR-RS-A409(1)

Hudson Slough - BLM Reload Section
Nonparticipating - State work

State Responsibility for Damages	$1,000.00

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 13, 1979

In Reply Refer to
File No.:

Douglas County
Board of Commissioners
Courthouse
Roseburg, Oregon 97470

Attn: Mr. George Grubb
Director of Public Works

Gentlemen:

On July 12, 1979 a satisfactory bid was received from J. C. Compton Co., 1305 Lafayette, P.O. Box 86, McMinnville, Oregon 97128 for the Hudson Slough - B.L.M. Reload Section on Lower Smith River Road, FAS A409. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$696,286.35
Permanent Pavement Striping	$ 2,000.00
Asphalt Cement Adjustment	20,000.00
On the Job Trainees	800.00
State Responsibility for Damages	1,000.00
Roadbed Widening in Fills	2,000.00
Subgrade Repair with Backhoe	500.00
4 1/2% Contingencies	32,516.16
9% Engineering	65,032.32
ESTIMATED TOTAL COST	$820,129.83

County's Advance Deposit will then be:
6% of $820,129.83 = $49,207.79 or say $ 49,200.00

If this is satisfactory, please sign and return the letter to this office and we will deduct this advance deposit from the $60,000 you sent to us earlier.

Very truly yours,

D E Swan

D. E. Swan
Operation Programming Engineer

HR:pf

APPROVED BY DOUGLAS COUNTY

Date 7/16/79

c.c. Jim Kinns
Jack Ayers

Form 734-3122

Douglas County
Bd of Comm.
Courthouse
Roseburg, Oregon 97470

July 13, 1979

Att Mr. George Grubb
Dir of Pub wks

Gentlemen,

On July 12, 1979 a satisfactory bid was received from ______________________ for the Hudson Slough - BLM Reload Section, Lower Smith River Road FAS - A 409.

Based upon the contractors low bid the counties advance deposit will be as follows:-

Bid items		
Perm. Pavement striping	2,000	00
Asphalt Cement adjustment	20,000	00
Job Trainee	800	00
State Responsiblity for Damages	1,000	00
Road bed widening	2,000	00
Subgrade repair	500	00
Est construction Cost		

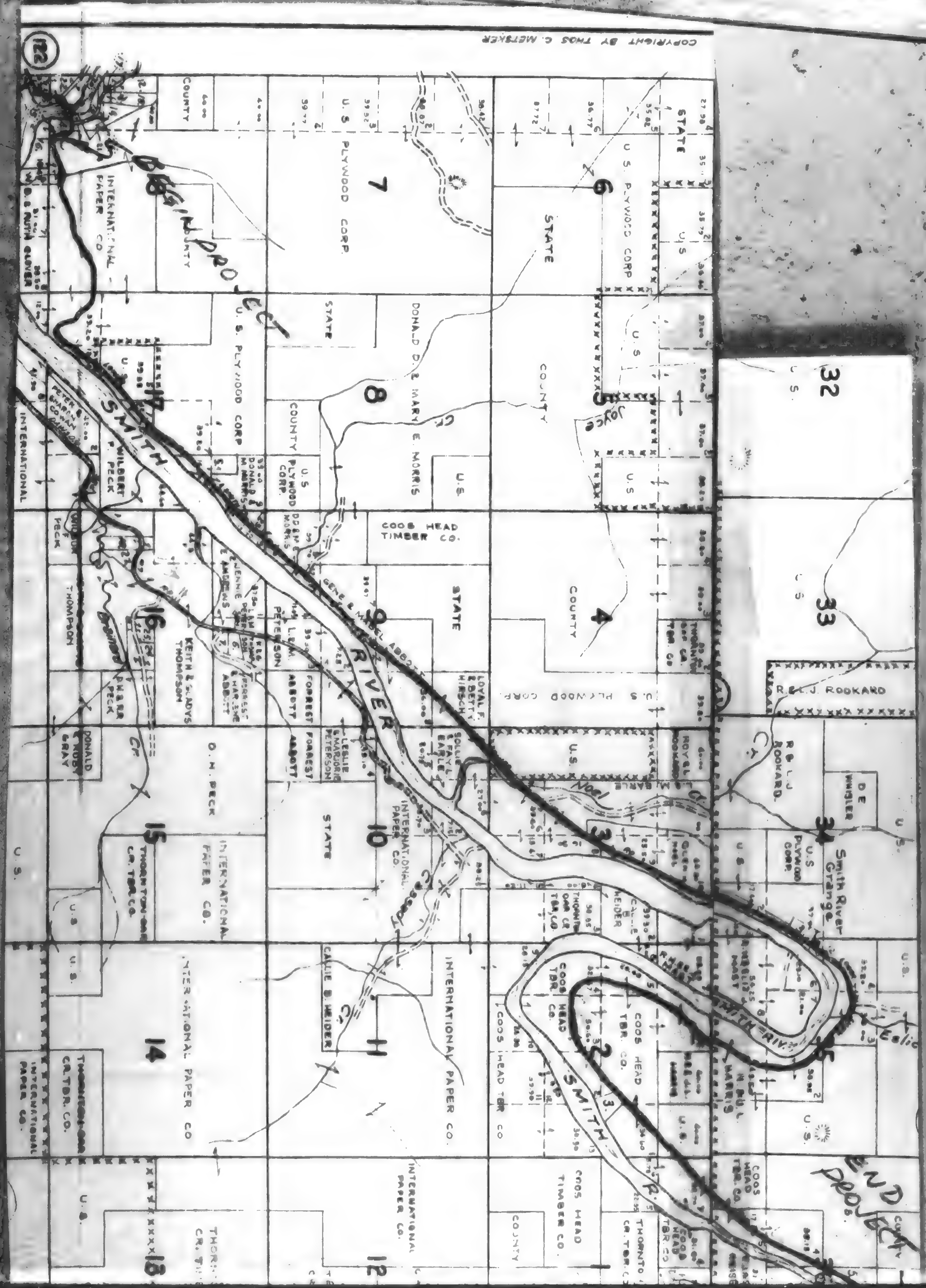
County share of construction cost 6% of ______________

By rounding the counties advance deposit will be ______________

However on June 22, 1979 we recieved $60,000 from the county for prior advance deposit to cover the county share of these construction costs. If this meets with your understanding and you wish to proceed with project please sign in the space below.

VTY
DE Swan
Local Gov't Manager

Dc w/AD# ______ Vern Skoog - Please return completed AD# ______
Region 3 Federal Aid Engineer Jack Ayers

COPYRIGHT BY THOS. C. METSKER
122
BEGIN PROJECT
END PROJECT
SMITH RIVER
SMITH RIVER
SMITH R.
Smith River Grange
7
U.S. PLYWOOD CORP.
6
STATE
U.S. PLYWOOD CORP
8
DONALD D. & MARY E. MORRIS
COOS HEAD TIMBER CO.
9
STATE
4
COUNTY
U.S. PLYWOOD CORP.
32
33
R. & L. J. ROOKARD
34
U.S. PLYWOOD CORP.
10
STATE
INTERNATIONAL PAPER CO.
3
2
COOS HEAD TBR. CO.
11
INTERNATIONAL PAPER CO.
12
COOS HEAD TIMBER CO.
13
15
D. N. PECK
INTERNATIONAL PAPER CO.
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INTERNATIONAL PAPER CO.
16
KEITH & GLADYS THOMPSON
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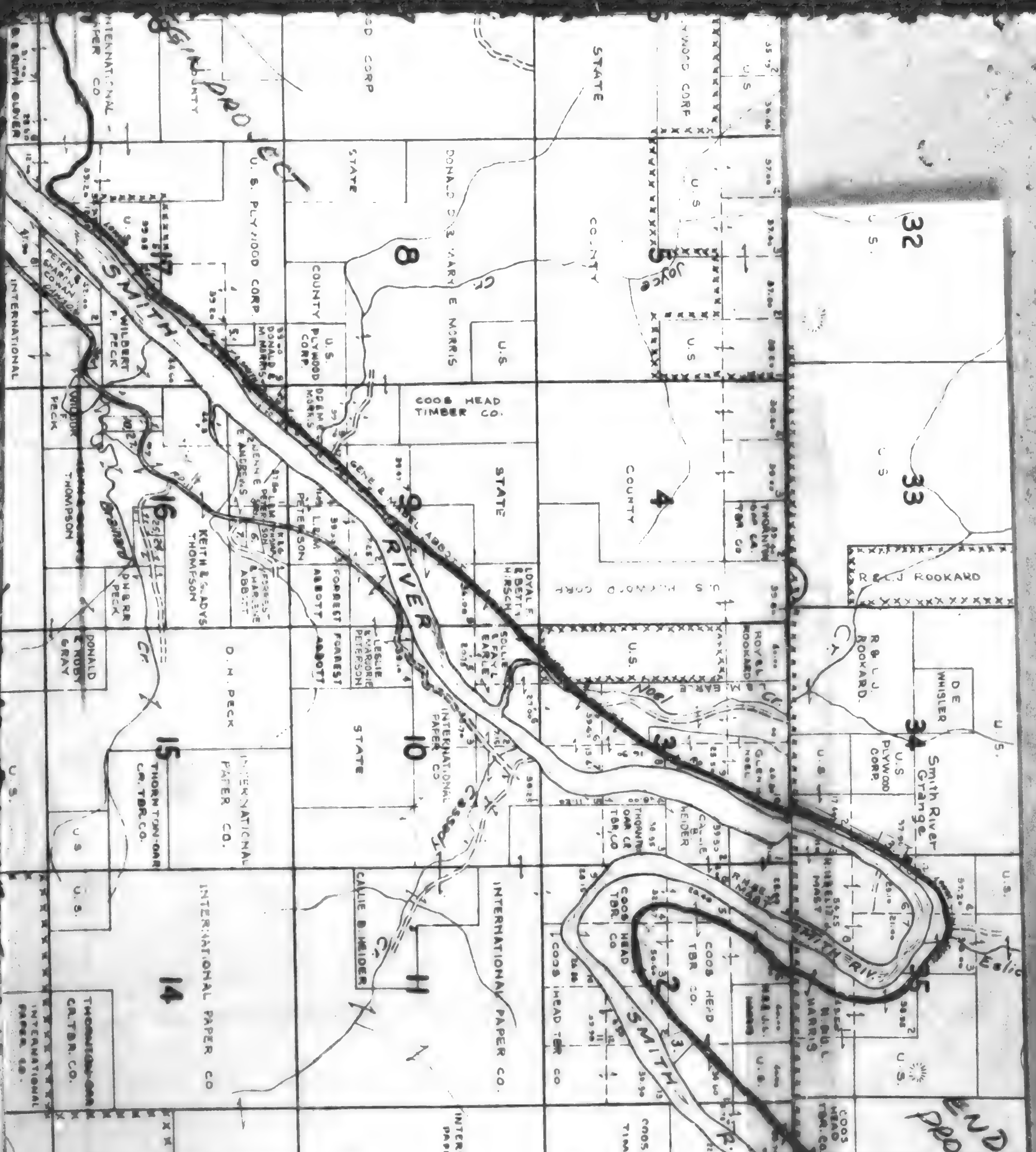
18
INTERNATIONAL PAPER CO.
INTERNATIONAL
THOMPSON
Noel Cr.
Joyce Cr.
Cassady Cr.
Cr.


SMITH RIVER
SMITH RIVER
SMITH R.
SMITH RIVER
PROJECT
END PROJECT
Smith River Grange
Noel Cr.
Joyce Cr.
Murphy Cr.
Beaver Cr.
Cassady Cr.
Elk Cr.
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STATE
COUNTY
U.S.
U.S. PLYWOOD CORP.
INTERNATIONAL PAPER CO.
COOS HEAD TIMBER CO.
THORNTON-OAR CR. TIMBER CO.
R & L.J. ROOKARD
D.E. WHISLER
D. H. PECK
KEITH & GLADYS THOMPSON
CALLIE B. MEIDER
C.A. HIMBAUGH
DONALD & MARY E MORRIS
SCALE 2 IN. = 1 MILE
DOUG
115

8774

Section Hudson Slough L.M. Reload
Programmi g Estimate $ 1,265,000
Highway Lower Smith River Rd. (FAS A409)
Project Length 10.1 miles
County Douglas
Completion Time 110 CWD
Kind of Work Paving
Est. Comp. Date 11/29/79
Prefix 10-8230
Letting Date Jul. 12, '79
Project No. SR-RS-A409(1)

NSTRUCTION AUTHORIZATION

ROUTING SLIP—DEPT. OF TRANSPORTATION
Date: 6/21/79

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning
Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 3]
District Number

ATTENTION: Jack Ayers

FROM: HR.

COMMENTS: The county has approved $1,282,000 for this project. By reconsidering the estimate was lowered to this. Would you inform the county.

SP*70182-734
Form 701-4882 (7/78)

ıtract Amount . . . . $ 1,097,973 00

2,000
$ 26,300 00
20,000
800
1,000
2,000
500

Subtotal	$ 1,124,273 00
Contingencies (4-1/2%)	50,592 29
Engineering (8, 9, 10%)	89,941 84
~~Subtotal~~	$
Credit for	
Estimated Net Authorization, Construction	$ 1,264,807 13

APPROVED

County share 6% of $1,264,807.13 = $75,888.42 by rounding $75,900

Road Design Engineer

Kim.

Section Hudson Slough - L.M. Reload Programming Estimate $ 1,265,000

Highway Lower Smith River Rd. (FAS A409) Project Length 10.1 miles

County Douglas Completion Time 110 CWD

Kind of Work Paving Est. Comp. Date 11/29/79

Prefix 10-8230 Letting Date Jul. 12, '79 Project No. SR-RS-A409(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 1,097,973^{00}
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	2,000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 26,300^{00}
Asphalt Cement Adjustment	20,000	
On the Job Trainees	800	
State Responsibility for Damages	1,000	
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
~~Adjust Utilities:~~		
Roadbed widening in fills	2,000	
Subgrade repair with backhoe	500	
Subtotal		$ 1,124,273^{00}
Contingencies (4-1/2%)		50,592^{29}
Engineering (8, ~~9~~, 10%)		89,941^{84}
~~Subtotal~~		$
Credit for		
Estimated Net Authorization, Construction		$ 1,264,807^{13}

APPROVED

County share 6% of 1,264,807.13 = $75,888.42

rounded - $75,900

Road Design Engineer

EGON STATE HIGHWAY DIVISION
~~SUMMARY~~ ~~BID SCHEDULE~~ -COST ESTIMATE

Sheet 1 of 1
Date June 20, '79

Section Hudson Slough - B.L.M. Reload
County Douglas

Kind Of Work Paving
Length 10.1 mi.
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Furnishing Field Laboratory		Each	1	2,500-	2,500-
	Mobilization (8%)		All	All	-	82,000
	Temporary Protection and Direction of Traffic		All	All	-	9,900-
	Temporary Signs		Sq. Ft.	408	6-	2,448
	Temporary Barricades		Each	8	100-	800-
	Flagmen		Hour	600	20-	12,000-
	Pilot Car		Hour	300	25-	7,500-
	ROADWORK					
	Removal of Guard Rail on Bridges		Lin. Ft.	550	5-	2,750
	Preparation of Shoulders		Mile	6	2,000	12,000
	Class "B" Asphalt Concrete Mixture		Ton	19,500	19^{50}	380,250
	Class "B" Asphalt Concrete Mixture in Leveling and Base Course		Ton	10,000	24^{50}	245,000
	Asphalt Cement in Mixture		Ton	1,950	138-	269,100-
	Asphalt in Tack Coat		Ton	20	250-	5,000-
	Guard Rail, Type 1A		Lin. Ft.	1,150	12-	13,800-
	Guard Rail Anchors, Type 1		Each	16	300-	4,800-
	Rail End Pieces, Type C		Each	20	140-	2,800-
	Metal Rail		Lin. Ft.	550	70-	38,500
	Extra for Asphalt Approaches		Each	39	175-	6,825-

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

1994 6-26-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SP-RS-A409(1)

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM NO.

ITEM NO. 90219

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
Mr. G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 22 '79
REFER TO [illegible]
FOR
Inf. | Imp. | R/D | D/R | S. | Ac. | File

6-22
orig to

DATE PS&E APPROVED 6-20-79	DATE AUTHORIZATION EFFECTIVE 6-20-79	FEDERAL ROUTE NUMBER Secondary A409 STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Hudson Slough - BLM Reload Section

GENERAL DESCRIPTION OF WORK:

High type pavement and safety

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 6-1-79 that provisions of FHPM 7-5-1 have been complied with.

Also, as requested in Mr. Swan's 6-20-79 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $989,800 federal funds $871,900 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 6-20-79	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-618

8994

2

June 20, 1979

Douglas County Board of Commissioners
Courthouse
Roseburg, OR 97470

Attention: Doris Wadsworth
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7061

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning improvement of the Hudson Slough-BLM Reload Section (M.P. 3.7 - M.P. 13.7) of the Lower Smith River Road in Douglas County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Fead
COMMISSION SERVICES

bkr

Attachment

bc: Dorland Swan (agreement attached)

8994

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway# 510

6-20-79

Attention: Right-of-Way Section

Subject: Federal Aid Project No. SR-RS-A4(9)(1)
Project Name Hudson Slough - BLM Reload
Lower Smith River Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Roseburg, Oregon, this 20th day of June, 1979

County of Douglas

Bill Vian
County Judge/Chairman

Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 6/20/79

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

H N M

8994

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 1, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Program Data Submission
Item No. 90219
Project No. SR-RS-A409(1)
Hudson Slough-BLM Reload Section
Douglas County

Attached support data consists of PR-1 forms and sketch maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on June 28, 1979.

We request authorization for construction and obligation of Federal funds as follows:

Project	TEC	FF	Appn Code
SR-RS-A409(1)	915,400	806,400	079
RS-SR-A409(1)	74,400	65,500	075

JLG:dmc
Attachments
cc: A. Shirley, Jr. (Reg. 3)

Budget Bureau No. 41-R206

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

June 1, 1979

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 Co. Rd., 3.7 mi. E. of Gardiner, NE 10 mi.	ADT	PRESENT 400	FUTURE (68) (70) ---	YEAR (71) (72) ---	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 H.T. Pavement & Safety	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 SR-RS-	NUMBER 7 A409

CARD	CLASS OF FEDERAL FUNDS Secondary System (R-R-R) Mandatory 20% & Rural Secondary	COUNTY NAME Douglas			
	NAME OF URBAN AREA 17-31 ---	ROUTE NO. S	FEDERAL-AID (32) A409	STATE (36) (37) Co. Rd.*	U.S. ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.1%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) (Safety) 6201 Y101		"Hudson Slough-BLM Reload Section" "SR" "RS"	 10.0 0.0	 915,400 74,400	 806,400 65,500	 54,500 4,450	 54,500 (Co.) 4,450 (Co.)

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	10.0	989,800	871,900	58,950	58,950 (Co.)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (31)	REMARKS	

* Lower Smith Riv. Rd.

over

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

June 1, 1979

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

T LOCATION (45 typewriter spaces) d., 3.7 mi. E. of Gardiner, NE 10 mi.	ADT	PRESENT 400	FUTURE ---	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41
APPN CODE 079 075	ITEM NO. 90219						

RK (35 typewriter ty	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	
PROJECT NUMBER	PREFIX LETTER(S) SR-RS-	NUMBER A409	SEQ. NO. (1)	I. Projects Only	POST MI.	DESIG.		

R-R) Mandatory 20% & Rural Secondary

COUNTY NAME Douglas — CODE 019

ROUTE NO. S — FEDERAL-AID A409 — STATE Co. Rd.* — U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.1%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			Util. Adj. as req.
W								
NST ety) 01 01		"Hudson Slough-BLM Reload Section" "SR" "RS"	 10.0 0.0	 915,400 74,400	 806,400 65,500	 54,500 4,450	 54,500 (Co.) 4,450 (Co.)	ROW-60'; Access Control-none; Parking Restrictions-Partial
	JLG	PROJECT TOTALS	10.0	989,800	871,900	58,950	58,950 (Co.)	
AL DATES				(16) (23)	(24) (33)	REMARKS		

* Lower Smith Riv. Rd.

over

USCOMM DUSCOMM-DC

Hudson Slough-BLM Reload Section
Project No. SR-RS-A409(1)

Existing Facility:
Roadway --- 22-ft. bit. surf. with 1-ft. shoulders.
Structures -- 1) MP 6.2 (Br. No. 10-C-263); conc. slab span; L 52'; HC 26'
2) MP 8.1 (Br. No. 10-C-264); timber trestle; L 20'; HC 24.5'
3) MP 10.0 (Br. No. 10-C-265); timber trestle; L 85'; HC 21'
4) MP 10.5 (Br. No. 10-C-266); timber trestle; L 40'; HC 23'

Adjacent Section: Same as existing roadway.

Project Data: The work consists of rehabilitation and resurfacing with high-type pavement the existing roadway facility to a basic 24-foot section accommodating two traffic lanes, roadside safety improvement (e.g. guardrail, obstructions, etc.), adjust utilities as required and perform incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 25, 1975 (Statewide).

FHPM 4-1-4 Requirements: A-95 review exempt under working agreement.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

Accommodation of Utilities: A State-County agreement complying with paragraph 6d(1) of PPM 30-4.1 was executed May 19, 1978.

Maintenance: A State-County agreement complying with Section 116, Title 23 USC was executed May 19, 1978.

Note: 1) This project is in Congressional District No. 4.
2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on the project will be determined at PS&E stage and the number stipulated in the PS&E documents

Data for PR-37: Type Code 6201 - (Overlay) -- $915,400
Type Code Y101 - (Safety) -- $ 74,400

Section Huson [illegible] - BLM [illegible] Programming Estimate $ 1,09[illegible]

Highway 8994 Lower Smith River Road (F/S 409) Project Length 10.1 miles

County Douglas Completion Time 110 CWD

Kind of Work Paving 11/16/79

Prefix 10 - 8230 FA Project No. SR-RS-A409(1)

[illegible]TRUCTION AUTHORIZATION

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 6/1/79

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
PMKA
General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning
Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
[illegible]
[✓ Region Number 3]
District Number

ATTENTION: Jack Ayers

FROM: HR.

COMMENTS: Please inform the county - and have this estimate kept confidential

[illegible]ract Amount $ 845,723.00

2,000
20,000
800
1,000
2,000
500

26,300.00
$ 5,300.00

New Est on 6/19/79 - $1,282,000.00 Geo. Grubb said OK.

Misc. Permit Fees

872,023.00
$ ~~968,323.00~~

Contingencies (4-1/2%) 39,241.04 ~~43,574.54~~

Engineering (9 %) 78,482.07 ~~87,149.07~~

~~SUBTOTAL~~ $

Credit for

Estimated Net Authorization, Construction $ ~~1,099,046.61~~

APPROVED 989,746.11

Federal funds 88% of 989,746.11 870,976.48

Road Design Engineer

State and County share $118,769.63

County share is ½ of 118,769.63 = $59,384.82

Section Hudson Slough - ELM Island Programming Estimate $ 1,099,000

Highway Lower Smith River Road (FAS 409) Project Length 10.1 miles

County Douglas Completion Time 110 CWD

Kind of Work Paving 11/16/79

Prefix 10 - 8230 FA Project No. SR - RS - A409(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 845,723 00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
✓ Permanent Pavement Striping	2,000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
✓ State Furnished Asphalt Cement Adjustment	20,000	26,300 00 $ ~~5,300 00~~
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees (1)	800	
State Responsibility for Damages	1,000	
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
~~Adjust Utilities~~		
Roadbed widening in fills	2,000	
Subgrade repair with backhoe	500	
Misc. Permit Fees		
		872,023 00 $ ~~968,323 00~~
Contingencies (4-1/2%)	39,241 01	~~43,574 54~~
Engineering (9%)	78,482 07	~~87,149 07~~
~~SUBTOTAL~~		$
Credit for		
Estimated Net Authorization, Construction		$ ~~1,099,046 61~~ 989,746 11

APPROVED

Federal funds 88% of 989,746.11 870,976 48

State and County share $ 118,769 63

Road Design Engineer

County share is 1/2 of 118,769.63 = $ 59,384 82

OR ON STATE HIGHWAY DIVISION

~~SUMMARY - BID SCHEDULE~~ - COST ESTIMATE

Sheet 1 of 1

Date May 18, '79

ection Hudson Slough ~ B.L.M. Reload

County Douglas

ind Of Work Paving

Length 10 mi.

Name Bricher

o	Item	Code	Unit	Quant.	Unit Cost	Total
	Furnishing Field Laboratory		Each	1	2,500-	2,500-
	Mobilization (8%)		All	All	–	63,000-
	Temporary Protection and					
	Direction of Traffic		All	All	–	9,900-
	Temporary Signs		Sq. Ft.	408	6-	2,448-
	Temporary Barricades		Each	8	100-	800-
	Flagmen		Hour	480	20-	9,600-
	Pilot Car		Hour	240	25-	6,000-
	ROADWORK					
	Removal of Guard Rail on Bridges		Lin. Ft.	550	5-	2,750-
	~~Blade~~ Preparation Grader of Shoulders		Mile ~~Hour~~	6 ~~40~~	2,000-	12,000-
	Class "B" Asphalt Concrete Mixture		Ton	15,800 ~~19,000~~	✓ 19.50	308,100-
	Class "B" Asphalt Concrete Mixture					
	in Leveling and Base Course		Ton	6,400 ~~3,200~~	✓ 24.50	156,800-
	Asphalt Cement in Mixture.		Ton	1,450	138-	200,100-
	Asphalt in Tack Coat		Ton	20	250-	5,000-
	Guard Rail, Type 1A		Lin. Ft.	1,150	12-	13,800-
	Guard Rail Anchors, Type 1		Each	16	300-	4,800-
	Rail End Pieces, Type C		Each	20	140-	2,800-
	Metal Rail		Lin. Ft.	550	70-	38,500-
	Extra for Asphalt Approaches		Each	39	175-	6,825-

8994

June 1, 1979

Jim Gossen
Douglas County Engineer
1036 S.E. Douglas
Roseburg, Oregon 97470

SUBJECT: Hudson Slough-BLM Reload Section
Lower Smith River Rd., FAS A409

Dear Mr. Gossen:

I believe you are aware of the Highway Division's policy of not awarding contracts until advance deposits are received. We do not normally ask for advance deposits until bids are taken and we have an acceptable low bid. We have on occasion accepted early advance deposits based on a firm estimate; so that when a low acceptable bid is received, the contract can be awarded immediately on a telephonic concurrence.

If Douglas County is interested in this time-saving procedure, we would be happy to accept your early advance deposit for the subject FAS-C project. The acceptable amount is $60,000. (6% of an estimated $990,000 project).

Please make your check in the amount of $60,000, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Rec'd 6/22/79

Robert H. Franke
Local Project Supervisor

HR:pf

bcc w/AD # 644: Vern Skoog - Please return completed AD # 644 when check is received.
Region 3 Federal Aid Engineer Jack Ayres

8794

FAS A409

Salem, Oregon
May 21, 1979

Lyle K. Watson
Lyle K. Watson
Design Engineer Supervisor

Hudson Slough-BLM Reload
Smith River Road
[redacted]

L. L. Wallace
Bridge Design Engineer

A 2-inch overlay is proposed on this section. The guardrail posts on five structures are to be strengthened or replaced and an additional rail element is to be added.

Please have the necessary revisions made and to us by Tuesday, May 22, 1979.

LKW:ab

8974

5-23-79

		☒ ACTION	☐ INFO
	✓	☐ FILE:	
	✗	NOTE:	

GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 21, 1979

Mr. William Penhollow
Executive Assistant
Association of Oregon Counties
P.O. Box 12729
Salem, Oregon 97309

SUBJECT: Project Advancement
FAS-C Program

Dear Mr. Penhollow:

At the Transportation and Parks Committee meeting May 11 and the Technical Advisory meeting May 17, I reported advancing May 1, under the master FAS-C Agreement, commitment of eight (8) rank order FAS-C projects to construction. These involved the following counties:

Jefferson
Baker
Douglas ✓
Deschutes

Polk
Sherman
Wallowa
Coos

In addition, I indicated 2.6 million dollars of committed FAS-C projects cannot make it to construction in the 1980 Federal Fiscal year. Based on this I further recommended committing the seven (7) remaining FAS-C applications to construction. Most of these seven (7) are in various stages of preliminary engineering. Advancing the seven (7) projects to construction will result in a 1980 over commitment of 1.7 million dollars. It will possibly result in some low priority counties being committed to construction in advance of some potentially higher ranking applications later in the year. These future applications, however, can still be authorized for preliminary engineering. The necessary lead time for their development should preclude delaying their construction.

Form 81-731-0027 (9-77)

These seven (7) counties recommend for construction commitment, beyond the master FAS-C Agreement, are:

Lane
Benton
Umatilla
Jackson
Marion
Union
Lake

Please note that potentially the Douglas, Coos, Union and Lake County projects may be bid in 1979. This will result in nearly full obligation of the 1979 FAS-C funds at the end of the Federal Fiscal year. If any of the other FAS-C projects scheduled for bidding in the next few months overrun their current estimate, we may need to postpone one of these projects from say September to October of this year. Likely, this will not happen, but in all fairness it needs to be pointed out.

Both of your committees approved this concept, of going beyond this master FAS-C Agreement and committing the 7 preliminary engineering projects to construction. It is appropriate to state this in the record by your signing and returning a copy of this letter. We will withhold the Lake County project until your Board of Directors authorizes an advancement of funds greater than 5 years.

Very truly yours,

Gerald Wimer
Local Government Engineer

GWW:pf

APPROVED BY

Bill Penhollow
William Penhollow, Executive Assistant
Association of Oregon Counties

Date May 24, 1979

8971

Hal Reynoldson

Speediset ® Moore Business Forms, Inc.-s

FORM E-495 (10-67)

CONFIRMATION MEMO

TO Jack Ayres DATE 5-16-79

Our Construction Costs for Lower Smith River County Road attached.

Please note total estimated costs using Comptons prices on present Elbow Lake-Lane Co. line Project.

SIGNED V. Shull

PLEASE REPLY HERE

TO DATE

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ PAE ☐ OPE ☐
MAY 17 1979
M
PM FA
OP

SIGNED

NOTE — INDIVIDUAL ORIGINATING CONFIRMATION [illegible] LLOW COPY, FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE [illegible] EXTRACTS CARBON; RETAINS TRIPLICATE. RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

Reynoldson

Form 81-734-3043

TABULATION SHEET

OREGON STATE HIGHWAY
DIVISION

SHEET .... OF .... SHEETS

Hudson Slough BLM Reload
Smith River P.A. - Douglas Co.
Prefix No. 10-8230-901

Cost Summary

Item #	Item	Unit	Quantity	Unit Price	Total
1	Furnishing Field Laboratory	Each	1	2,500.00	2500.0
2	Mobilization	Lump Sum	All		67,200.0
3	Temporary Protection & Direction of Traffic	Lump Sum	All		25,200.0
4	Temporary Signs	Sq. Ft.	506	6.00	3036.0
5	Flagmen	Hour	480	19.00	9120.0
6	Pilot Car	Hour	240	24.00	5760.0
	ROADWORK				
7	Class "B" Asphalt Concrete Mixture	Ton	22,170	26.50	587,505.0
8	Asphalt Cement in Mixture	Ton	1441	142.00	204,622.0
9	Asphalt in Tack Coat	Ton	21	250.00	5250.0
10	Guard Rail, Type 1A	Lin. Ft.	537.5	10.50	5643.75
11	Modify Existing Bridge Rail	Lin. Ft.	550	6.00	3300.0
12	Guard Rail Anchors, Type 1	Each	8	300.00	2400.0
13	Rail End Pieces, Type C	Each	20	150.00	3000.0
14	Extra for Asphalt Approaches	Each	39	200.00	7800.0
				Sub Total	932,336.7
	Anticipated Item Grading				2000.0
	Engineering	9%			84,090.3
	Contingencies	4½%			42,045.1
	Note: Comparative Costs Using Unit Price For Cl. "B" AC on Lane Co. Line-Elbow Lake	$661,539.45		Total	1,060,472.2

Form FHWA 121 (Rev. 5-73)

-899 UNITED STATES GOVERNME

DEPA MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

2

Memorandum

DATE: May 14, 1979

In reply refer to: HFO.3-OR

SUBJECT: Project RS-A 409(-)
Hudson Slough-BLM Reload Section
Lower Smith River Road
Douglas County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: G. Wimer, Local Government Engineer

I concur with Douglas County's proposal to reconstruct the subject road to a 24-foot paved width. I understand the proposal includes modification of bridge rail, approach guardrail, and bridge width. I recommend special warning signs be installed on curves as mentioned in Mr. Lowe's March 6, 1979, inspection report (copy attached).

G.K. Hassner
for G. L. Green

Attachment

Received
5/16/79
Refer to
Project Management

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INSPECTION REPORT

REGION NO. 10	REPORT ON Smith River Road	DIVISION Oregon
DATE OF INSPECTION 3-6-79	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. FAS 409(-)

IN COMPANY WITH
See below*

REMARKS

SMITH RIVER ROAD
(10 mile Section Frarey Cr. to BLM Jurisdiction)

*Nyles Hoover, Douglas Co.
Bob Langholff, Douglas Co.
Jack Ayres, OSHD
Marty Havik, OSHD
Jim Gix, OSHD
George Wills, OSHD

Scope

The subject section of the Smith River road was evaluated with regard to the counties proposal for an AC overlay with FAS funds under the RRR concept.

Project Description

The subject section has a 22 to 23 AC surface. Most of the length involves a steep cut on the North side and a steep fill onto wetlands or estuary on the South. The pavement is in good condition but shows signs of distress. Considerable embankment distortion exists. Average running speed is about 40 m.p.h.

Agricultural and logging activity generate most of the traffic. (Minor recreational traffic occurs sporatically during fish runs.)

There are four short timber bridges--21^3 to 25± ft. in width. The bridges are in good condition with ten or more years of service life remaining.

County Proposal

The County proposes to overlay the existing 22 ft. AC pavement with 4 to 5 inches of AC to a new minimum width of 24 feet (about 1-1/2" AC is required for leveling and section restoration). Normally this County uses all Federal-aid funds on bridges (to group Federal red tape and requirements). The County is interested in using Federal funds for 3-R projects now (assuming Federal restrictions and red tape can be minimized). Apparently they are "checking the wind" with this project.

Available Alternatives

The County feels that reconstruction of this section to current AASHTO Standards is not practical due to both the excessive grading costs, bridge construction costs, and environmental impacts, particularly to the estuary and wetlands.

Although other alternatives exist, the County indicated available Federal

(continued)

funds will be used on some other project, probably a bridge project, if their proposal is not approved.

I assume County funds would then be used to overlay this section.

Standards

Minimum AASTO Standards require 10 travel lanes with 4 shoulders. The four structures would have to widen to 28 and super elevations ~~and~~ would have to be increased throughout the length. (The logging industry objects strongly to full super on access roads.) Several curves would have to be flattened.

Yellow book safety standards require guardrail nearly the entire length on the South. (Flattening slopes is not practical due to right of way costs and environmental consideration--estuary, and wetlands.) Bridge approach guardrail is required.

Accident History

The County said this section of road has a low accident rate. They will include the accident record as support to their "RRR" proposal. Also the accident record will be examined for any possible accident "hot spots". The County will determine the current traffic volume including a truck breakdown. The County guessed the current traffic at about 400 ADT with 10 to 15 percent heavy trucks.

Recommendations

Based on the above information, particularly the low accident history, I recommend approval of the County's proposal to overlay the subject section on existing alignment to minimum 24 ft. width subject to the following additional low cost safety features:

1. Strengthen existing metal bridge rail.
2. Install approach guardrail at all structures.
3. Sign "narrow bridges".
4. Install speed warning signs on curves as indicated by use of a ball bank indicator at a speed approximately 10 m.p.h. faster than the "average running speed".

cc:
J. H. Versteeg (OSHD)
Region 3 (OSHD)

8994

May 7, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

ATTN: Tom Lowe
Area Engineer

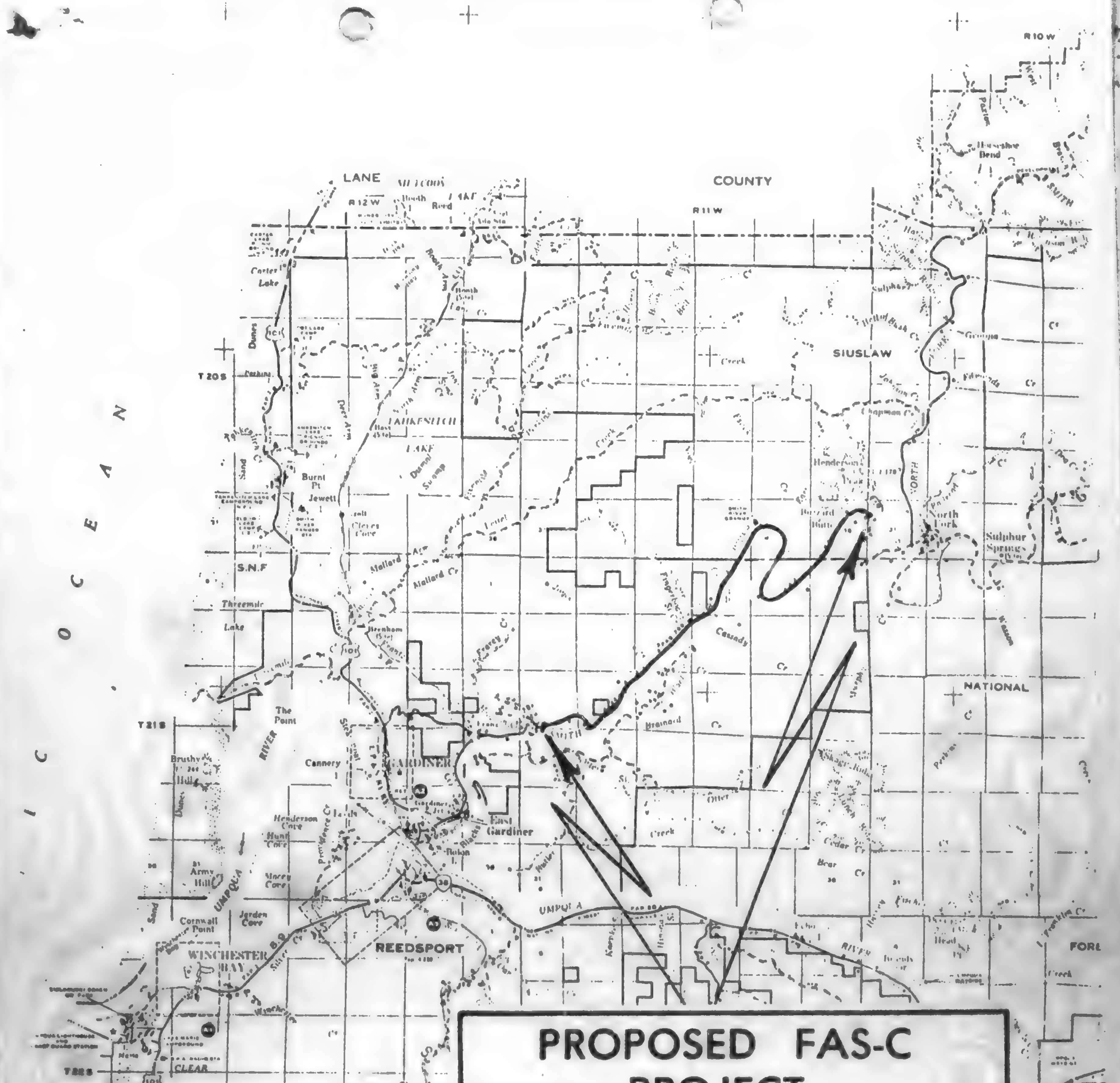
FROM: Gerald Wimer
Local Government Engineer

SUBJECT: Hudson Slough-BLM Reload Section
Lower Smith River Road
Douglas County
FAS-A409

Douglas County is requesting a resurfacing, restoration and rehabilitation project on 10 miles of the Lower Smith River Road which is to have 2-10' AC travel lanes and 2' paved shoulders. Four bridges will be restored and widened and will have 24' roadways.

Since the average ADT for this mountainous section is approximately 390, the county feels that their typical section for this project is within standards for the 3R program and request your consideration and concurrence.

HR:pf
Attachment


LANE
COUNTY
R10W
R12W
R11W
SIUSLAW
NATIONAL
FOREST
STATE
T20S
T21S
T22S
S.N.F.
R13W
COOS
COUNTY
O C E A N
Carter Lake
Burnt Pt
Jewett
Threemile Lake
The Point
Brushy Hill
Cannery
GARDINER
East Gardiner
Henderson Cove
Hunt Cove
Army Hill
Macey Cove
Jarden Cove
Cornwall Point
WINCHESTER BAY
REEDSPORT
UMPQUA
RIVER
Bolon
Mallard Cr
Tahkenitch Lake
Henderson Peak
Buzzard Butte
North Fork
Sulphur Springs
Horseshoe Bend
Cassady
Brainard
Otter Creek
Cedar Cr
Bear Cr
Edmonds Cr
Chapman Cr
Sulphur Cr
Umpqua Lighthouse State Park
Clear Lake
Wm. M. Tugman State Park
Lake
Sand
Dunes
Creek

PROPOSED FAS-C PROJECT

Douglas Co.

8994

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: May 7, 1979

FROM: for Robert H Prange
Gerald Wimer
Local Government Engineer

SUBJECT: Lower Smith River (3R Project)
Douglas County

Douglas County is requesting a resurfacing, restoration, rehabilitation project on 10 miles of the Lower Smith River Road which will have 2-10' AC travel lanes with 2' paved shoulders. Four bridges are included and will have a 24' roadway. No additional Right-of-Way is required. Engineering by State. See attached sketch for location.

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	County Funds
Douglas Co.	Hudson Slough-BLM Reload Section-MP 3.7 to MP 13.7 on Lower Smith River Road FAS A409	$750,000	$660,000	$45,000	$45,000

The region and this office have investigated this proposed project, confirming its validity and financing under the ~~SOS~~ FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

5/10 orig to Head by Wimer

APPROVED
H S Coulter
State Highway Engineer
Date 5/9/79

HR:pf
Attachment
NOTE: Douglas will pay PE costs.

Cecil received this agreement (3 copies) from Douglas County on 6-1-79. We bucked it up to Harold Reynoldson for handling. We will get copies in from Coulter's office after he has signed.

(on 6-6-79 report)

81-125-1387

8994

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 6

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

May 4, 1979

Jack Ayres

FROM: JACK AYRES
Regional Federal-Aid Engineer

TO: D.H. Moehring
Asst. State Highway Engineer
SALEM

SUBJECT: Authorization to perform P.E. and Traffic Count Data
Smith River Co. Rd.
Douglas County

Attached is approval from Douglas County to proceed with preliminary field work on subject project. We hope to complete this by next week so the project can get to contract as quickly as possible.

Also attached is a breakdown of traffic count data as requested.

Gary Potter indicated this morning that since no right of way is involved, a statewide assessment is acceptable and A-95 will not be required.

JA/cp
Attach.
cc: Marty Havig

PROJECT MANAGEMENT
PME ☐
[✓ LCE ☐]
CCE ☐
FAE ☐
OM ☐
OPE ☐
MAY 7 1979
MR
TAA HAL
File: PM FA [✓ LG] OP

DOUGLAS COUNTY

DEPARTMENT OF PUBLIC WORKS

GEORGE E. GRUBB, DIRECTOR
ROOM 219 -- COURTHOUSE
ROSEBURG, OREGON 97470
(503) 673-1111, EXT. 208

W.C. "BILL" BOWNE
SPECIAL STUDIES
JUSTICE BUILDING, ROOM 103
EXT. 481

JAMES F. GOSSON, ASST. DIRECTOR
ENGINEERING
JUSTICE BUILDING, ROOM 103
EXT. 481

H. NILE HOOVER, ASST. DIRECTOR
HIGHWAY MAINT. & CONST.
2596 N. E. DIAMOND LAKE BLVD.
(503) 672-3391

May 4, 1979

Oregon State Highway Department
P. O. Box 1128
Roseburg, OR 97470

Attention: Jack Ayres

Gentlemen:

This letter is your authorization for P.E. on Smith River Road #48 FAS #409 from M.P. 3.80 to 13.67.

Very truly,

George E Grubb

GEORGE E. GRUBB
Director of Public Works

GEG/vb

Smith River County Rd # 48

Traffic Count 3-7-79 to 3-14-79

Date	hours of Count		reading	
3-7-79 Wed	11:00 AM	0	0	
3-8-79		24	540	
3-9-79		48	1128	588
3-10-79	sat	no reading		
3-11-79	sun	no reading		
3-12-79		120	2470	
3-13-79		144	3013	543
3-14-79	11:00 AM	168	3534	521

7 day total count 3534 for 505 ADT 2 axel

24 hour visual count 8 AM 3-15-79 to 8 AM 3-16-79

2 axel vehicles		292	axels	584
3 axel	"	19		57
5 axel	"	63		315
	Total	374		956 for a 478 count

Counter reading start 0
" " ending 480

Factor $374/480$ = 0.7792

ADT = 505 Counter count x 0.7792 factor = 393

8994

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

March [illegible] 1979

FILE: PRO 6

Jack Ayres

FROM: JACK AYRES
Regional Federal-Aid Engineer

TO: D.H. Moehring
Asst. State Highway Engineer
SALEM

SUBJECT: Hudson Slough - BLM reload
Lower Smith River Road
Douglas County

Attached is a proposed FAS-C overlay project proposed by Douglas County. Although the typical section indicates a top width of less than geometric standard, Tom Lowe of FHWA indicated that if the traffic count were less than 400 ADT we could possibly have a viable project. Douglas County's count comes in at less than 400.

Guardrail and bridge railing protection would be installed at all permissible locations. The accident rate over the past five years has been extremely low. All in all, I think we have a justifiable project and I think we should give it our best shot for them.

The county would like to get this project underway this construction season if at all possible. They have been informed, however, that FAS-C funds for this year may have been previously obligated and construction this year may not be possible.

JA/cp
Attach.
cc: Marty Havig

PROJECT MANAGEMENT
PME ☐ CCE ☑ OM ☐
LGE [✓ ☐] FAE [✓ ☑] OPE ☐
MAR 2? 1979
File: PM FA
LG OP
TAA [illegible]

PE now; Consider Const 5-1-79 80

County paying for PE
per Jack Ayers 4/6/79

8794

FEDERAL AID PROJECT REQUEST

Date March 19, 1979

Applicant Agency Douglas County
Request for: Off-System ____, FAS-C XX, FAUS ____ Project
Federal Aid Route No. A 409 Route Name Lower Smith River
Project Name Hudson Slough - BLM reload

Project Length 10.0 miles Project Location (Attach sketch map)
Project Description Restoration of section, rehabilitation of structural strength and resurfacing of Co. Rd. #48 from MP 3.7 to MP 13.7. Additional safety correction of structures, isolated hazard removal and guardrail placement in high risk areas.

Average Daily Traffic 393 Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 21 Travel Lanes 2 - 11' Shoulders 1'
Medians None Parking Isolated spots
Sidewalks None
Remarks Section badly deformed due to embankment subsidance and 26 years of maintenance patching.

2. Desired Roadway Cross Section: (Attach sketch)

Width 24 Travel Lanes 2 -12' Shoulders 0
Medians None Parking Isolated spots
Curbed None Length Curb Radii N/A
Sidewalk/Bikeway None
Remarks Pave approaches to residence and recreation areas

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 60 Maximum 60

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No XX

3. Will additional right-of-way be needed? Yes ____ No XX
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? By applicant

4. **Permanent Striping:**

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location 1- MP 6.2, 2-MP 8.1, 3-MP 10.0, 4-MP 10.5

Type 1- slab, 2- Trestle, 3- Trestle, 4- Trestle

Approach Roadway Width 1,2,3 & 4- 21' Shoulder Width 1,2,3, & 4 - 1'

Length 1- 52', 2- 20', 3- 85', 4- 40' Width 1-26', 2-24.5', 3-21', 4-23'

To remain in place? 1, 2, 3, & 4- Yes

2. **Proposed Structure:**

Location Same

Approximate Size: Length Width

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? N/A

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? None

Remarks Straight 3 R project

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No XX

Name of Railroad ______
Existing Crossing Protection ______

2. Will existing railroad crossing be altered? ______

Remarks ______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement ______ Office
2. Environmental ______ Office
3. Public Hearing ______ Office

Remarks Statewide assessment only

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State XX Consultant ______

County will finance PE.

2. Project construction engineering to be performed by:

Applicant________ State XX Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes XX No________

If "yes," describe briefly: Striping and signing

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 750,000.00
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other________	
Preliminary engineering	
PROJECT TOTAL	$ 750,000.00

Remarks________

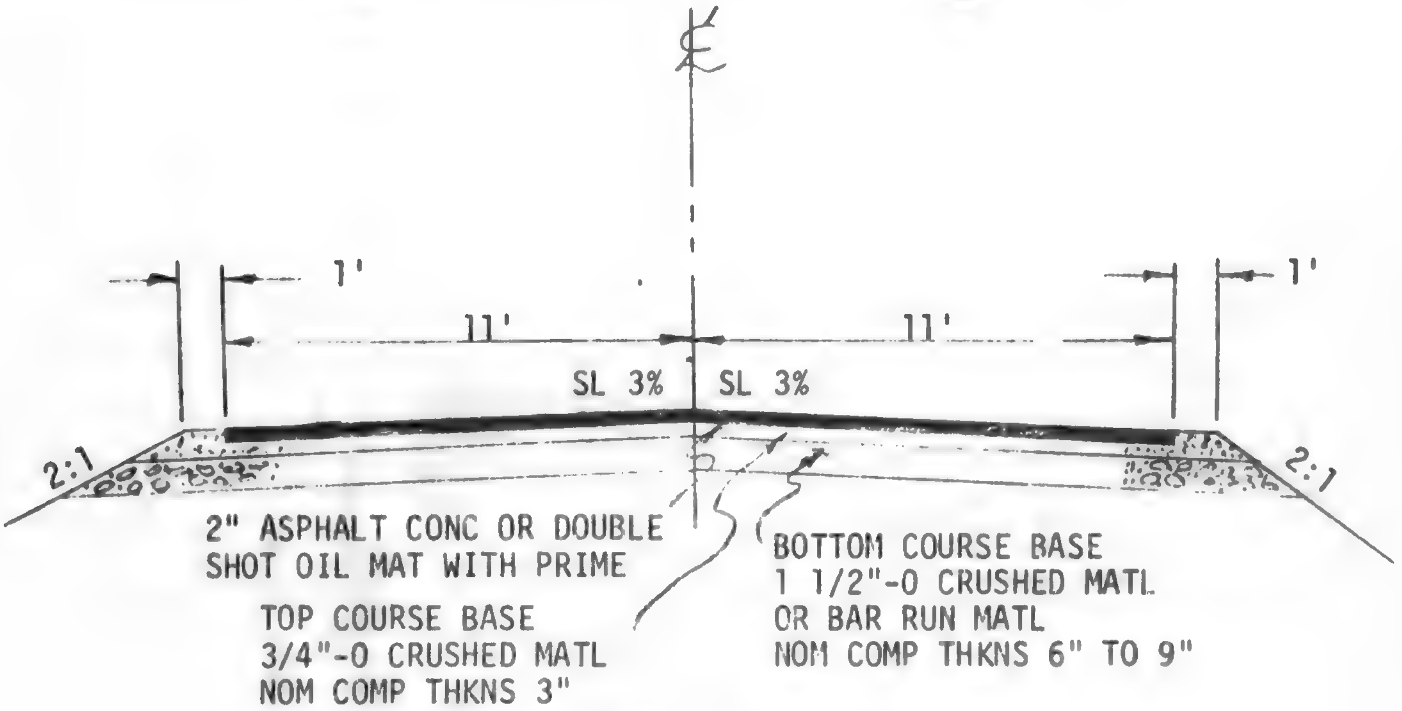
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or DOUGLAS COUNTY

By________ By Bill Vissel

By________ By________

By Paul J Makinson

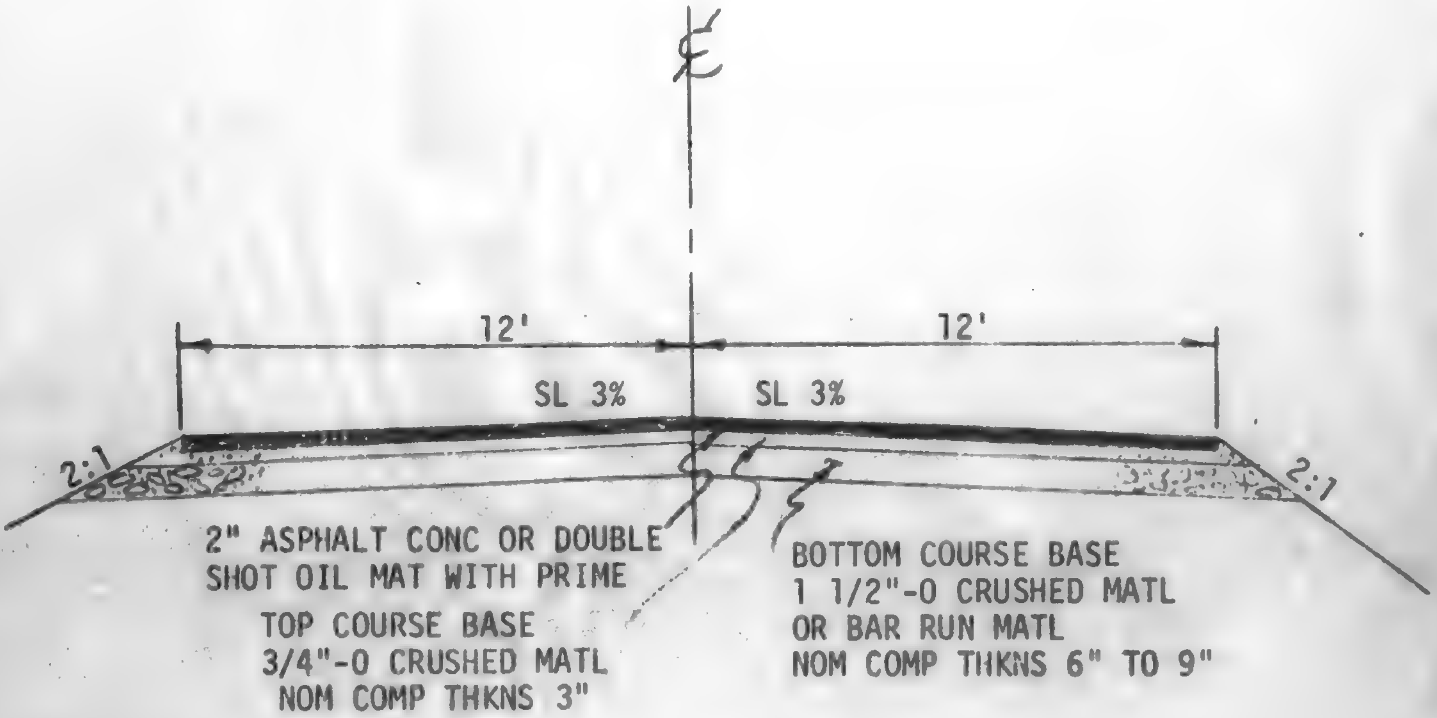


2" ASPHALT CONC OR DOUBLE
SHOT OIL MAT WITH PRIME

TOP COURSE BASE
3/4"-0 CRUSHED MATL
NOM COMP THKNS 3"

BOTTOM COURSE BASE
1 1/2"-0 CRUSHED MATL
OR BAR RUN MATL
NOM COMP THKNS 6" TO 9"

EXISTING

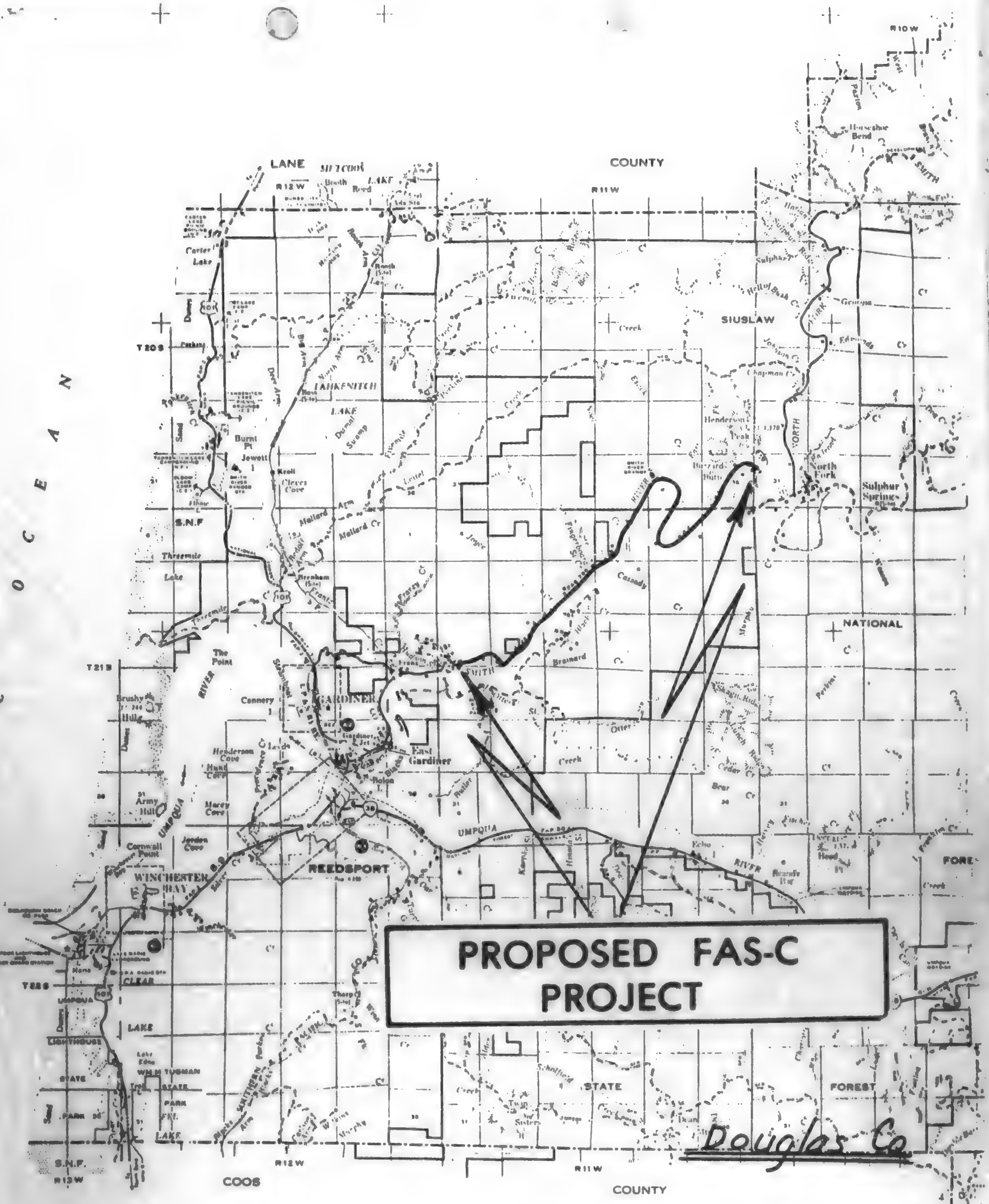


2" ASPHALT CONC OR DOUBLE
SHOT OIL MAT WITH PRIME

TOP COURSE BASE
3/4"-0 CRUSHED MATL
NOM COMP THKNS 3"

BOTTOM COURSE BASE
1 1/2"-0 CRUSHED MATL
OR BAR RUN MATL
NOM COMP THKNS 6" TO 9"

PROPOSED


LANE
COUNTY
SILTCOOS
LAKE
Booth
Reed
R12W
R11W
R10W
Carter Lake
T20S
TAHKENITCH
LAKE
Burnt Pt
Jewett
S.N.F.
Threemile
Lake
SIUSLAW
Henderson Peak
North Fork
Sulphur Springs
Horseshoe Bend
SMITH
NORTH FORK
Chapman Cr
NATIONAL
Brainard
Cassady
T21S
The Point
RIVER
Brushy Hill
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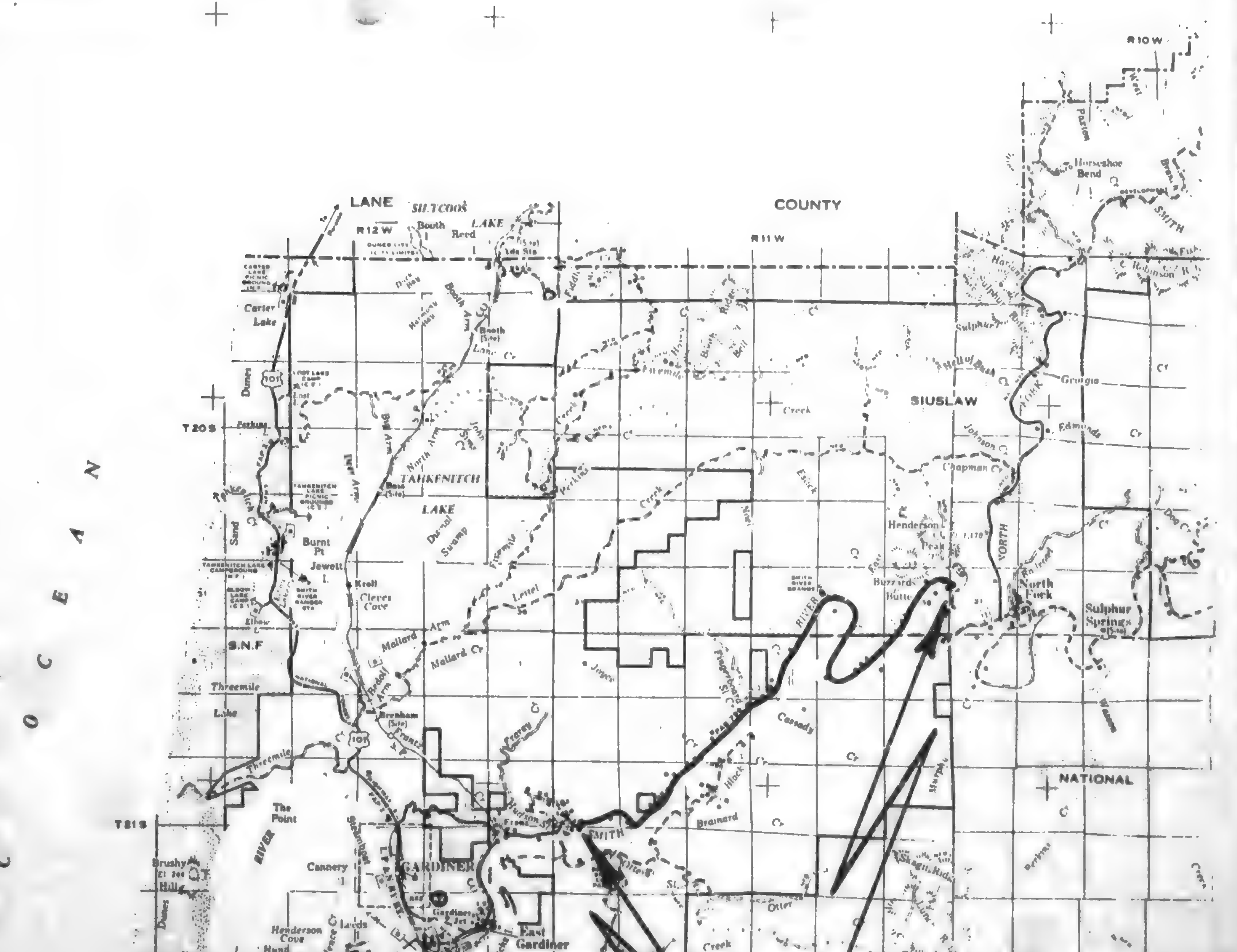
PROPOSED FAS-C
PROJECT

Douglas Co.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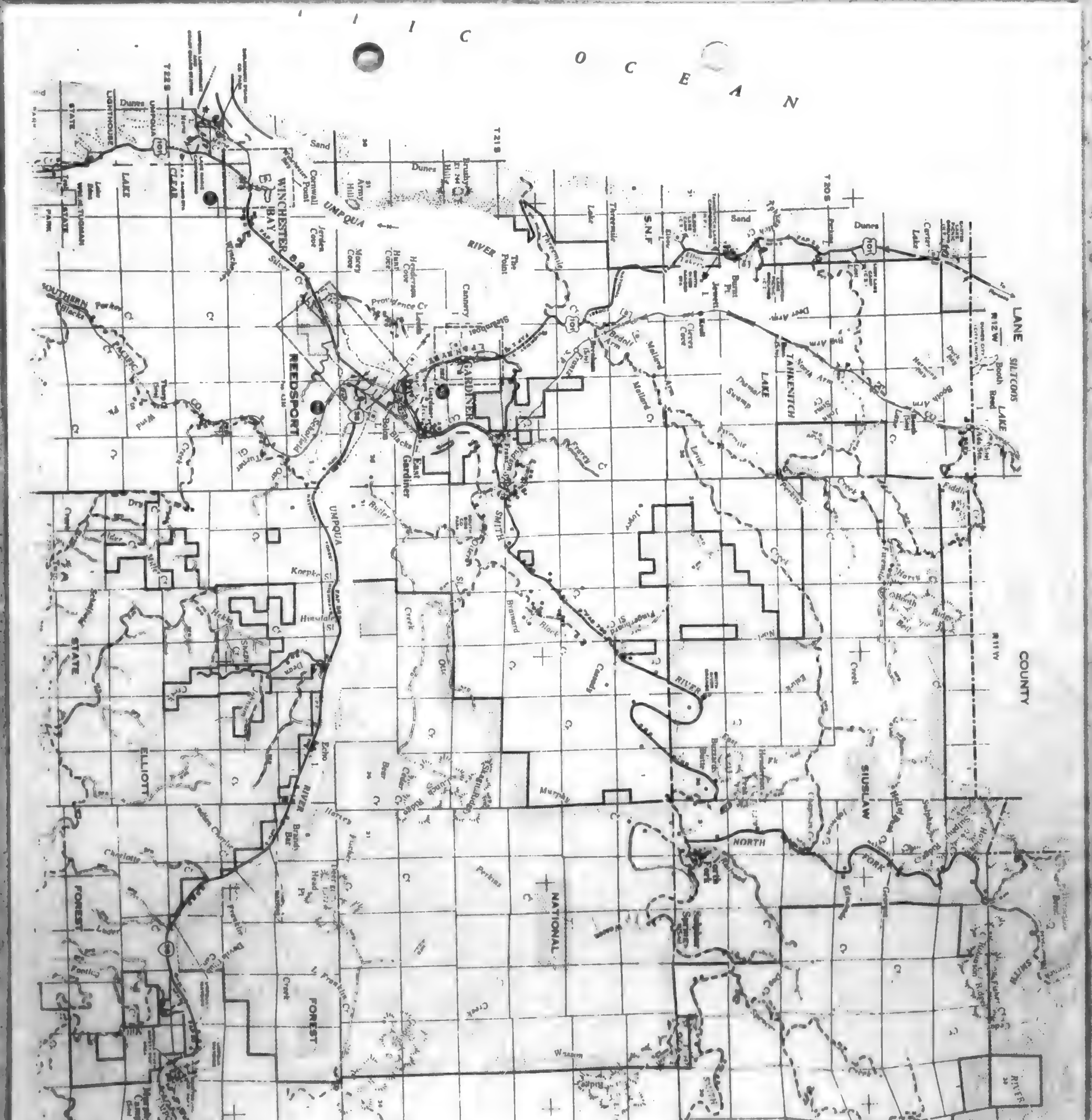
PROPOSED FAS-C PROJECT

Douglas Co.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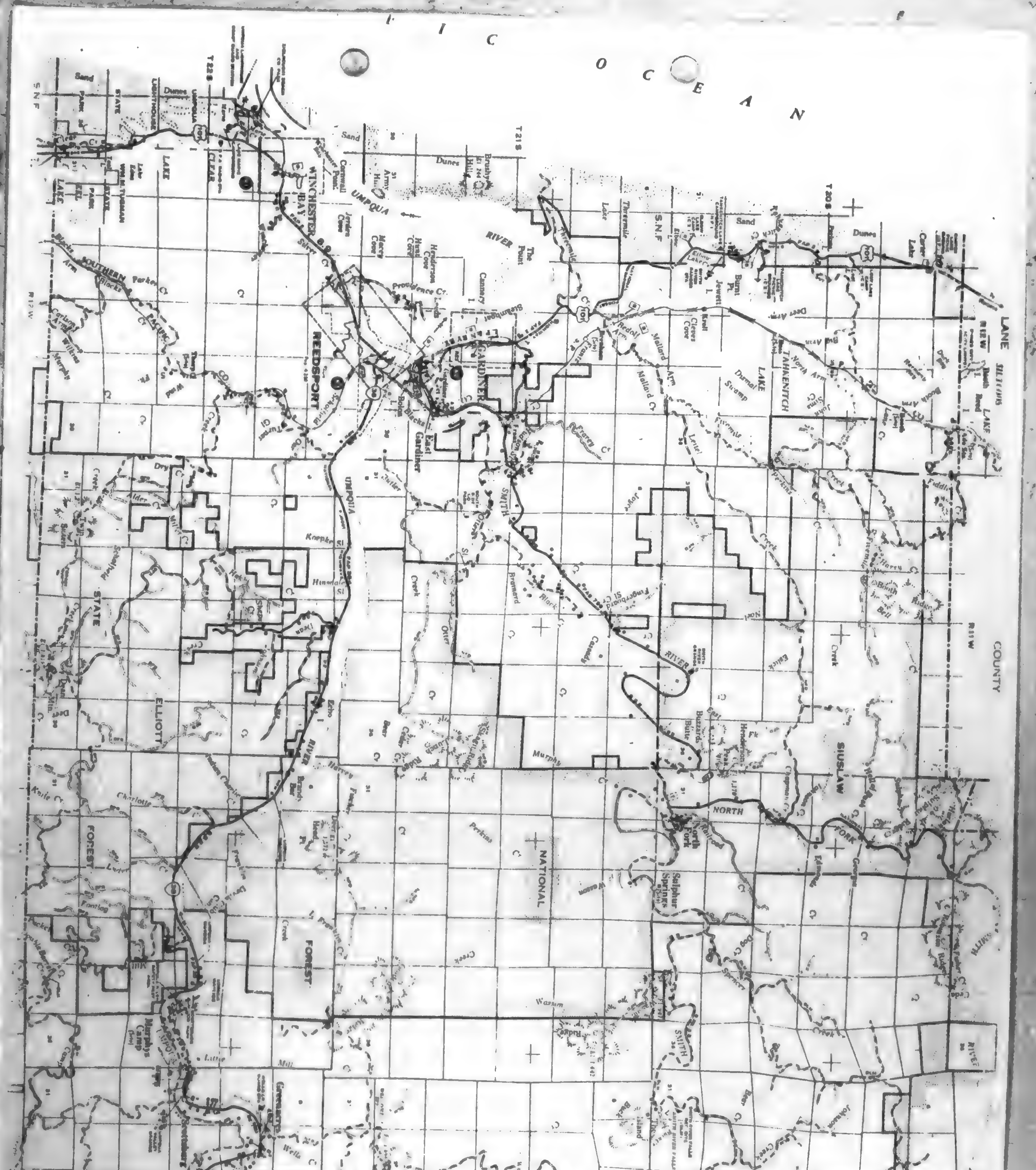I C O C E A N
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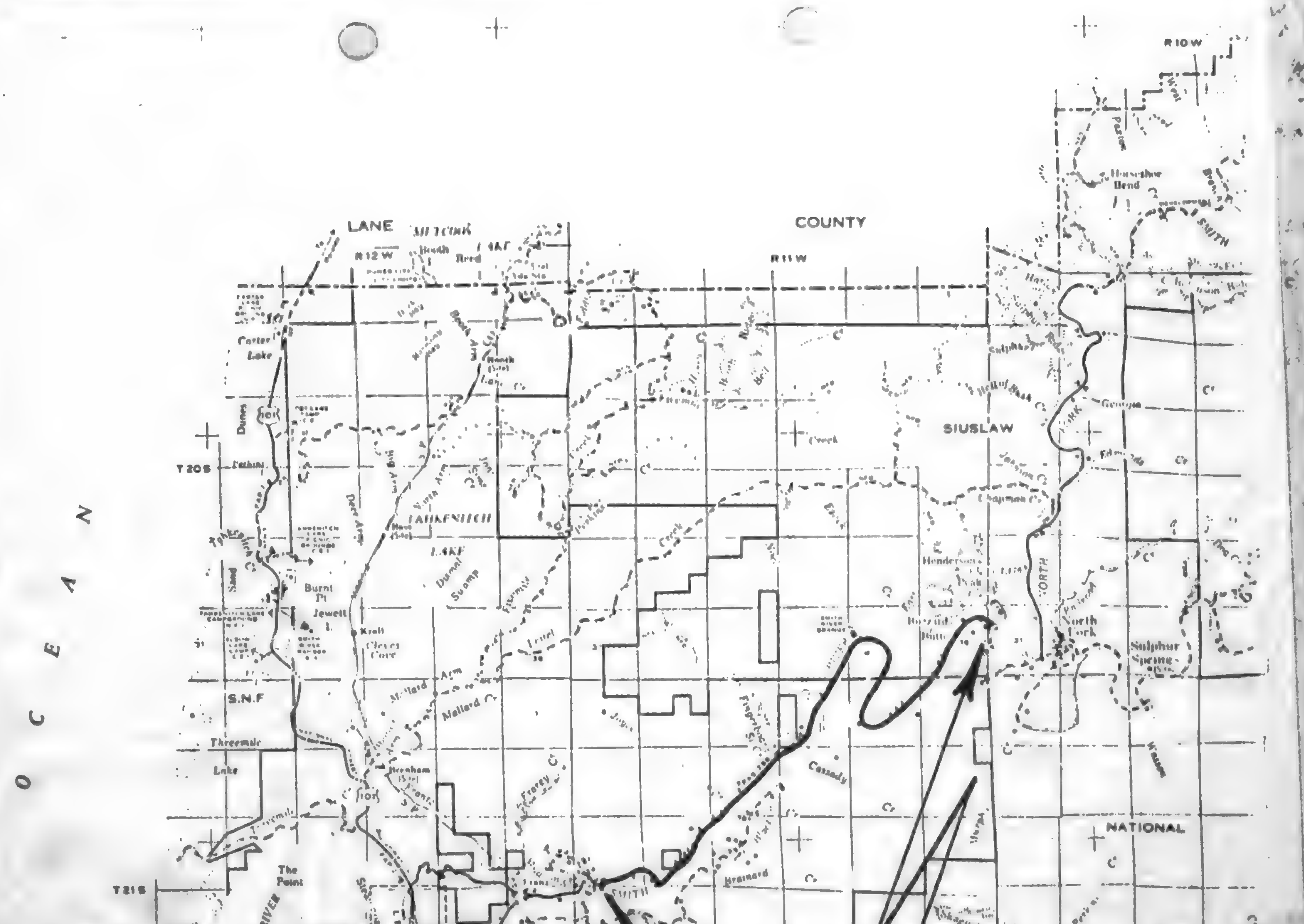
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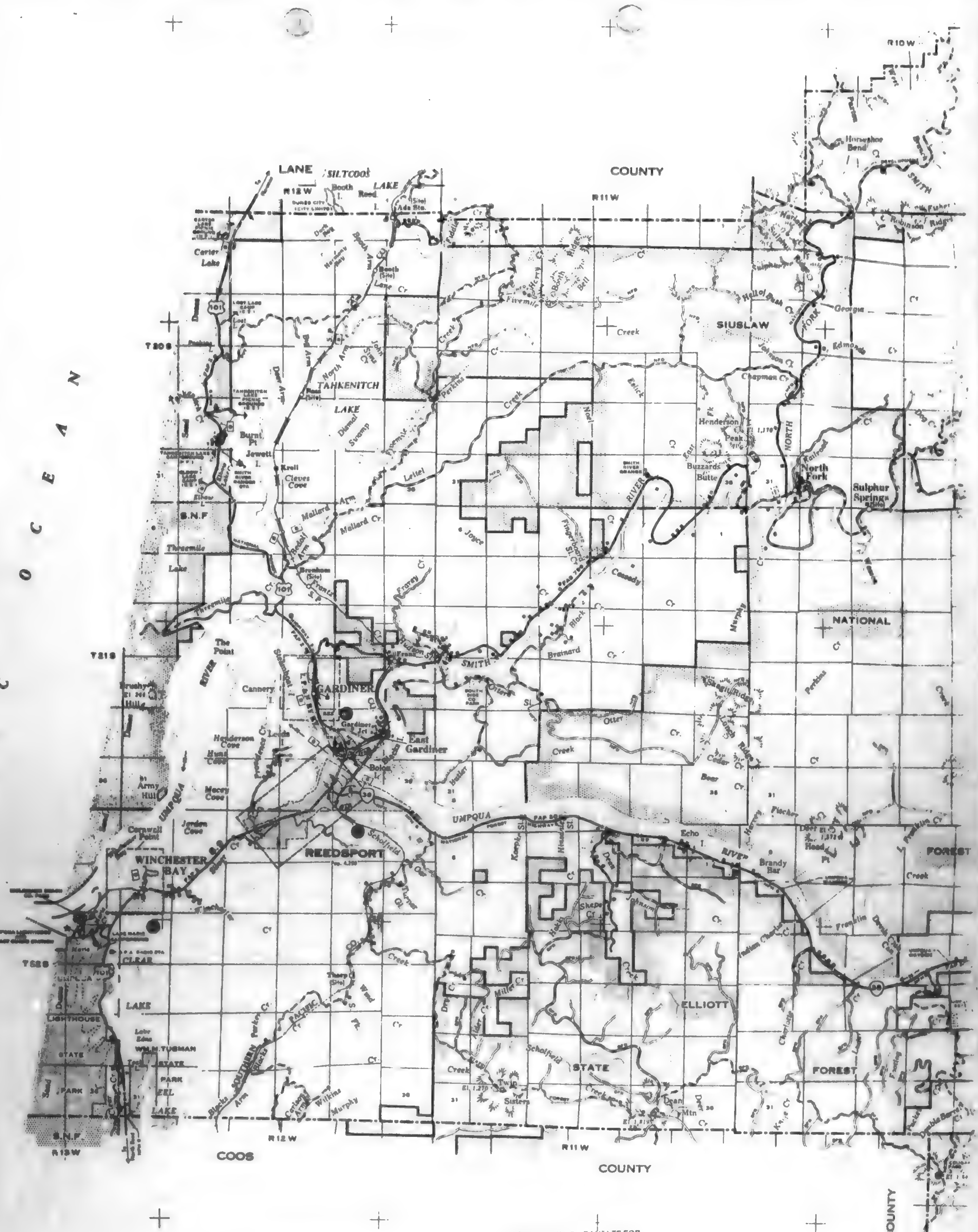
Douglas Co
PROPOSED FAS-C PROJECT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Threemile Lake
Echo
Brandy Bar
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Scholfield Cr
Twin Sisters
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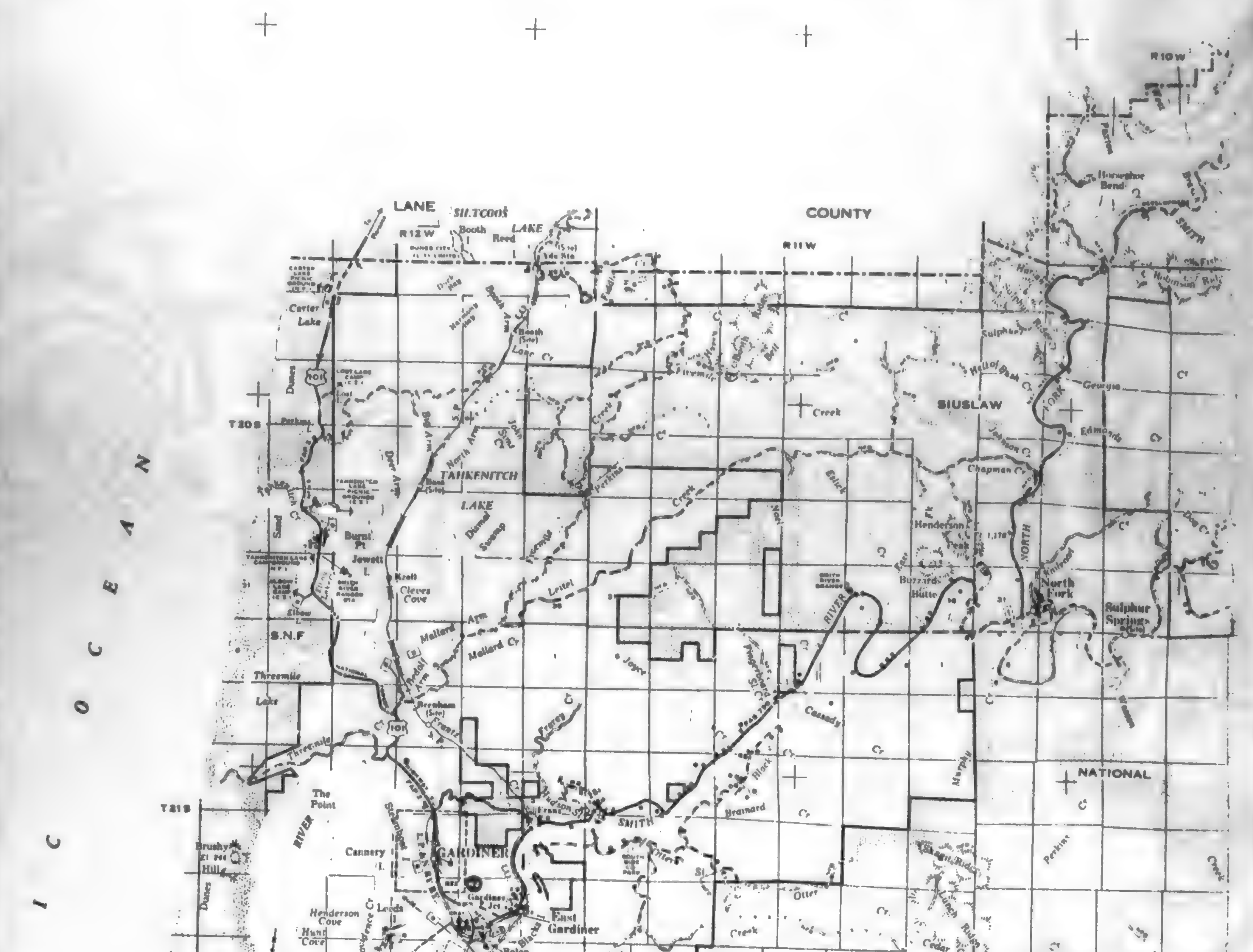
COUNTY

ARRANGEMENT OF SHEETS FOR
DOUGLAS COUNTY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Henderson Peak
Horseshoe Bend
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Brushy Hill
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Macey Cove
Hunt Cove
Henderson Cove
Cannery
CLEAR LAKE
UMPQUA LIGHTHOUSE STATE PARK
WM. M. TUGMAN STATE PARK
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Cleves Cove
Mallard Cr.
Carter Lake
Booth
Reed
Schofield
ELLIOTT STATE FOREST
Brandy Bar
Echo
Franklin Cr.
Devils Club Cr.
Cassady
Brainard
Otter Cr.
Cedar Cr.
Bear Cr.
Chapman Cr.
Edmonds
Georgia
Perkins
FORES
COOS COUNTY
R13W
SOUTHERN PACIFIC
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38

1979 E. Greenwood Ave. [illegible] E. 8995
8th St. (Bend) Sec. in Bend.
(Traffic signal installation)

C&A 4836 2-13-79
6-21-79

8995 10-3-83 S

RELEASE

For and in consideration of the sum of Five Thousand Five Hundred Dollars ($5,500), the receipt of which is hereby acknowledged, the undersigned, being of legal age, do hereby release, acquit, and forever discharge J. D. Dutton, Inc., and their insurance carrier, Sayre & Toso, of and from any and all actions, causes of action, claims, demands, damages, costs, loss of services, expenses, and compensation on account of, or in any way growing out of, any and all known and unknown injuries or damages which have or may in the future arise from construction activities conducted by defendant between March 3, 1980, and May 2, 1980, in or near the intersection of Eighth and Greenwood Streets in Bend, Deschutes County, Oregon, pursuant to contract between the parties.

It is further understood and agreed that this settlement is the compromise of a disputed claim, and that the payment is not to be construed as an admission of any liability on the part of the above-named defendant, by whom liability is expressly denied.

This release expresses a full and complete settlement of the liability claimed and denied, regardless of the adequacy of the above consideration, and the acceptance of this release shall not operate as an estoppel, waiver, or bar on the part of any one nor as an estoppel, waiver, or bar with respect to any claim the party or parties released may have against the undersigned.

This release contains the entire agreement between the parties hereto, and the terms of this release are contractual and not a mere recital.

We further acknowledge that we have carefully read the foregoing release and know the contents thereof, and sign the same as our own free act.

In witness whereof, we have hereunto set our hands and seals this 3rd day of October, 1983.

STATE DEPARTMENT OF TRANSPORTATION

By: [illegible]

for H. S. Coulter
State Highway Engineer

WITNESS:

Adelle L. Egan
10-3-83

Orig to Asst Attorney General's Office
10/3/83

cy w/check delivered to accounting
10/3/83

ask Sherri
if she knows
about this
Carolyn = Contract
& #8995 from Bryant [illegible]

#8995

STATE COPY

2-12-81

State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Deschutes	DIVISION Oregon
DATE OF REPORT 2-12-81	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. HES-21-3(3)
COMPLETION DATE 6-18-80	ACCEPTANCE DATE BY CONTRACT AGENCY 8-13-80	TIME ELAPSED $\frac{250}{200} = 125$ %	CONTRACT TIME 200 CD
APPROVED EXTENSIONS 50 calendar days	LOCATION Intersection of E. Greenwood Avenue & 8th Street in the City of Bend, Deschutes County, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

E. GREENWOOD AVENUE & 8th STREET (BEND) SECTION
CENTRAL OREGON HIGHWAY
Traffic Signal Installation

This project provided for the installation of one 8 phase traffic signal at the above intersection. The work also included removal of the existing signal.

The final cost of the original contract items was $46,538.00 or a 3.53 percent overrun of the contract bid amount of $44,948.00. The final cost of the project including all changes and engineering was $53,689.86.

The contractor requested a time extension and was granted an additional 50 calendar days due to sewer line construction by others and to restore time charged after substantial project completion. This time extension eliminated all liquidated damages for the project.

A final inspection of the completed work was made on August 6, 1980

All participating work has been completed.

Info
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D/R
Sign
Act
File
FOR
REFER TO
FEB 20 '81
STATE HWY EN

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*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE ~~Original Signed by~~ D. B. Carter Area Engr. David B. Carter	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer — DATE 2/20/81	TITLE Field Operations Engineer — DATE 2/20/81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8995

September 30, 1980

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 3
#8995

Gentlemen:

A post-final payment for $2,500 will be made to Hertz Electric, Inc. on Contract No. 8995 for traffic signal installation on E. Greenwood Avenue at E. 8th Street in Bend, Deschutes County, as soon as the warrant is prepared.

The total amount paid on this contract will be $33,197.68 including the post-final payment. Of the total $8,362.68 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr

cc: Hertz Electric, Inc.
P. O. Box 377
Albany, OR 97321

bc: C. T. Keasey
Walt Hart
Dale Allen

8995

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 24, 1980

In Reply Refer to
File No. CON 5 #8995

NOTED
H. S. COULTER

Hertz Electric, Inc.
Post Office Box 577
Albany, OR 97321

Re: Time Extension Request
E. Greenwood Ave. @ E. 8th St.
(Bend)
FAP No. HES-21-3(3)
Contract No. 8995

Gentlemen:

Your request for additional time in which to complete the above project has been carefully reviewed. A time extension of 50 calendar days is granted for delays due to sewer line construction and to restore time charged after substantial project completion.

This will eliminate all liquidated damages under this contract.

Sincerely,

O. B. Jackmond
For C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter
Dale Allen
Norm Krehbiel
FHWA
Robert Church

RECEIVED
STATE HWY ENGR
SEP 25 '80

Form 734-3122

8995

files

9-2-8

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Willamette Western Corp. No. 9079	Hill Rd.-Vista Lane Clackamas County	August 13, 1980
Hertz Electric, Inc. No. 8995	E. Greenwood Ave. @ E. 8th St. (Bend) Deschutes County	August 13, 1980
Elting, Inc. No. 9054	Spring Creek Hill Klamath County	August 14, 1980
Ross Bros. Const. Inc. No. 8757	S. Fk. Coquille River (Gaylord) Bridge Coos County	August 14, 1980
Tice Elect. Co. No. 9053	SE 82nd Dr. @ Oatfield Rd. (Gladstone) Clackamas County	August 18, 1980
Marion Const. Co.,Inc. No. 9004	Silver Falls State Park Marion County	August 25, 1980
Mid Oregon Crushing Co., Inc. & Philip Dahl, J.V. No. 9016	The Dalles-Calif. Hwy. @ Lower Bridge Rd. Deschutes County	August 25, 1980
Siuslaw Const. Co.,Inc. No. 8999	Youngs River Falls Bridge Clatsop County	August 25, 1980
Johnson Rock Products, Inc. No. 9074	Teakwood Ave.-Myrtle Ave. (Coos Bay) Coos County	August 27, 1980

September 2, 1980

C. T. Keasey
Asst. State Highway Engineer

8995

L.

August 15, 1980

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

COM 5
#8995

Gentlemen:

Contract No. 8995 awarded to Hertz Electric, Inc. for traffic signal installation on East Greenwood Avenue at East 8th Street in Bend, Deschutes County was completed on July 18, 1980, and accepted by the State Highway Division on August 13, 1980.

Final payment in the amount of $2,116.73 will be released to the contractor after August 20, 1980. The total contract amount is $50,697.68 including $8,362.68 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
cc: Hertz Electric, Inc.
P. O. Box 377
Albany, OR 97321

bc: C. T. Kassey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
Dale Allen

#8995

L

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

CON 5

DATE: July 10, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Noted
H. S. COULTER

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-21-3(3)

Contract 8995, Work Completed June 18, 1980
Project E. Greenwood Ave. @ E. 8th St. (Bend)
Highway Central Oregon
County Deschutes

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date ____________________

G. L. Green
Division Administrator

RECEIVED
STATE HWY ENGR
JUL 15 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Dale Allen
R. D. Church

Form 734-3123

8995 L

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: E. Greenwood Ave. at E. 8th St. (Bend)

WEEK ENDING: June 21, 1980

SECTION PREFIX: 309-1016

HIGHWAY: Central Oregon

COUNTY: Deschutes

NAME OF JOB: E. Greenwood Ave. @ E. 8th St. (Bend)

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Hertz Electric, Inc.

CONTRACT NUMBER: 8995

FEDERAL AID PROJECT NUMBER: HES 21-3(3)

DATE OF CONTRACT: August 16, 1979

DATE WORK STARTED: October 8, 1979

ESTIMATED COMPLETION DATE: June 18, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 250

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $52,610.46

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $48,015.66

ENGINEERING AUTHORIZATION: $4,594.80

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $48,015.66

ENGINEERING COST TO DATE: $5,250.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN ______%

PERCENT OF AUTHORIZATION: 114%

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY	Clear-warm			
THURSDAY	Clear-warm			
FRIDAY				
SATURDAY				

RECEIVED
JUN 26 1980
CONSTRUCTION BRANCH
Jackmond
Hopkins
Williams
Johnson
Glenn
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work today
TUESDAY	"
WEDNESDAY	Electrician installed illuminated directional arrows.
THURSDAY	State electrician crew activated signal system.
FRIDAY	
SATURDAY	

REMARKS

Status: All work complete.

Const. (3)
Region (1)
Files (1)

SIGNED N.D. Krehbiel
by J.R. Wallace
LOCATION Redmond

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-1216

8995

STATE COPY

2

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-166	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8-22-79	County Deschutes Project No. HES-21-3(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 20 at 8th St. (Bend)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	12-13-78	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	7-3-79	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 54,965.00	$ 49,468.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator 8-22-79

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 16, 1979

Federal Aid Project
No. HES-21-3(3)

E. Greenwood Ave. at E. 8th St. (Bend)
Central Oregon Highway
Deshutes County

Project Agreement Estimated.

Type Code P.E. Preliminary Engineering	All Required		$ 3,500.00

Type Code Y031
Traffic Signal (Greenwood at 8th st.)

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
Temporary Signs	180 Sq.Ft.	4.00	720.00
Flagman	40 Hour	22.00	880.00
Traffic Signal Installation, Complete	All Required		37,071.00
Fire Pre-emption System, Complete	All Required		5,277.00
	Subtotal		$ 44,948.00
	Engineering		5,517.00
	Engineering (Sig. Contr. Testing)		1,000.00
	Total		$ 51,465.00

Length of Project - - - - - - - - - - - - - 0.00 mi.

SUMMARY OF FUNDS (90%)

Discription	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,500	$ 3,150	$ 350
Traffic Signal	51,465	46,318	5,147
Total	$54,965	$49,468	$5,497

Group 1 100%
Contract No. 8995
Prefix: 9-1993 P.E.
Prefix: 309-1016

8995

July 26, 1979

City of Bend
City Hall
Bend, OR 97701

Attn: James W. Kerfoot
City Recorder

Gentlemen:

On July 26, 1979 a satisfactory bid was received from Hertz Electric, Inc., P. O. Box 877, Albany, OR 97321 for pre-emption devices on Central Oregon Highway and 8th Street. The advance deposit based on the anticipated construction cost of their bid is as follows:

	STATE	CITY
Bid Items	$39,671.00	$ 5,277.00
Signal Controller Testing	880.00	120.00
4½% Contingencies	1,824.80	242.87
(9%) or (10%) Engineering	4,055.10	539.70
ESTIMATED TOTAL COST	$46,430.90	$ 6,179.57

City's Advance Deposit: $ 6,100.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than August 17, 1979.

Please make your check for $6,100.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, OR 97310.

Very truly yours,

For R H Paige
D. E. Swan
Operation Programming Engineer

8-16-79
Adv. Dep. # 6100
Rec'D. Notified
Steve [illegible]
& John Hagedorn ✓

FH:dms

bc w/AD#668: John Hagedorn, Reg. 4 Fed. Aid Specialist
Vern Skoog-Please return completed AD#668 when check is received.

Called City Recorder 8/16/79
Check Sent 8/15/79

8795

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL ND/OR AUTHORIZATION

7-3-79

FEDERAL AID PROJECT NO. HES-21-3(3)

S PROJECT NO. See below

COUNTY NAME Deschutes

PROGRAM NO. —

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator

ITEM NO. 90059

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

7-11
orig
w/att

RECEIVED
STATE HWY ENGR
JUL 11 '79
REFER TO
[illegible]
FOR

Info	Inves	R/D	O/R	Sign	Ac	File

DATE PS & E APPROVED 7-3-79

DATE AUTHORIZATION EFFECTIVE 7-3-79

FEDERAL ROUTE NUMBER Primary 21

STATE ROUTE NUMBER Primary 7

GENERAL LOCATION:

Central Oregon Highway at 8th Street (Bend)

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 7-2-79 request and certifying statements are accepted.

PS&E documents for the subject project have been revived and are approved at a total estimated cost of $47,700 Federal Funds $42,900.

A signed copy of the Title Sheet is returned herewith.

DATE 7-3-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Map
1600 Feet

Tom Walsh
Fred B Kloboe

DIRECTOR OF TRANSPORTATION

G.K. Hossner
DISTRICT ENGINEER

8995

6-25-79

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HES-21-3(3)

STATE PROJECT NO. See below

COUNTY NAME Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 90059

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 27'79
REFER TO Planning
FOR
Info | Invest | R/D | D/R | Sign | Act | File

6-27 [illegible]

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 6-25-79

FEDERAL ROUTE NUMBER Primary 21

STATE ROUTE NUMBER Primary 7

GENERAL LOCATION:

Central Oregon Highway at 8th Street (Bend) Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of June 19, 1979, I approve the program change as follows:

Project No. Change to HES-21-3(3) from HHS-21-3(3)

Appropriation Code - Change to 141 from 145

DATE 6-25-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-75)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8995

1

June 21, 1979

City of Bend
City Hall
Bend, OR 97701

Attention: James W. Kerfoot
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4836

Gentlemen:

Attached for your records is a fully executed copy of an agreement to provide emergency vehicle pre-emption devices on traffic signals at the intersection of the Central Oregon Highway (Greenwood Avenue) and 8th Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

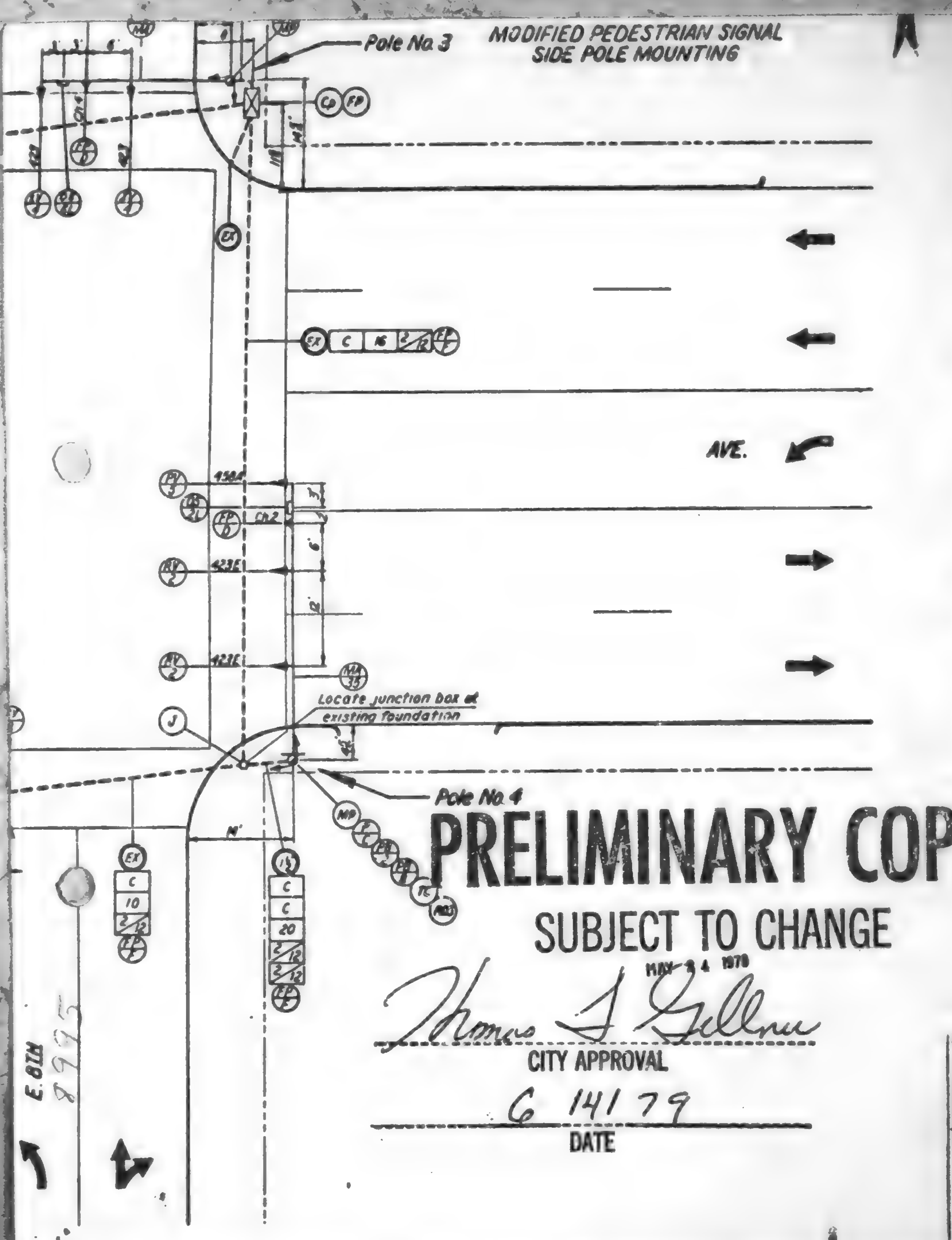
Sincerely,

C. W. Head
COMMISSION SERVICES

fhm

Att.

cc Dorland Swan (agree. att. conf.)



PRELIMINARY COPY
SUBJECT TO CHANGE
MAY 24 1979

Thomas J Gellner
CITY APPROVAL
6 14 79
DATE

	Existing 6" x 6" x 12" cabinet with 40 amp circuit breaker (maintain and protect)
	Existing 120 volt meter base (maintain and protect)
	Existing traffic signal mast arm (maintain and protect)
	Existing pedestrian pushbutton with instruction sign rewire to phase (Ph)
	Reinstall (Ph) phase vehicle signal
RDS	Reinstall direction sign
S	Install (S) inch electrical conduit
N	Install (N) No. 14 type THHN wires
N/G	Install (N) No. (G) type TW wires
C	Install one No. 6 type THHN wire for signal system common
MP	Install traffic signal mast arm pole
	Install (Ph) phase pedestrian pushbutton with instruction sign
	Install type (T) modified pedestrian signal
TC	Install terminal cabinet
	Install (L) ft. traffic signal mast arm
Cp	Install 8 phase fully actuated controller in type "P" cabinet
	Install (Ph) phase vehicle signal
	Install (Ph) phase programmed vehicle signal
	Install interior illuminated "LEFT TURN SIGNAL" sign
	Install interior illuminated *right arrow "ONLY"* sign
J	Install 12" x 10" x 4" galvanized cast iron junction box with cover
FP	Install fire pre-emption device in controller cabinet
	Install fire pre-emption detector feeder cable
	Install fire pre-emption detector unit
	Install exterior illuminated left arrow "ONLY" sign

A = Standard plumbizer mounting.
E = Elevated plumbizer mounting
423 = 12"R, 8"Y, 8"G
436 = 12"R, 12"Y, 12"G
438 = 12"R, 12"Y, 12"GLTA
439 = 12"R, 12"Y, 12"GRTA
CH(X) = fire pre-emption channel (X)

S = Size shown
N = Number shown
G = AWG size shown
Ph = Phase shown
T = Type shown
L = Length shown

APPROVED:
TRAFFIC ENGINEER
5/23/79
DATE

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
E. GREENWOOD AVE. AT E. 8TH ST. (BEND) SEC.
CENTRAL OREGON HIGHWAY
DESCHUTES COUNTY

DATE April, 1979
ACCOMPANIED BY DWGS 1470, 1471, 1472, 1473, 1468, 1469, 34036, [illegible]
DWG. NO. 4555

8775 1

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

PROJECT COST SUMMARY
Date - May 16, 1979

Project: E. Greenwood Ave. at E. 8th St. (Bend) Sec.

Highway: Central Oregon Highway

Scheduled for Letting: July 26, 1979

County : Deschutes County

Type of Project : HHS

Prefix : 9-1993

Completion Time : 200 Calendar Days

BID SCHEDULE

Item No.	Item	Quantity and Unit	Unit Price	Amount
1.	Temporary Protection and Direction of Traffic for ____	All Specified Lump Sum		$ 2,500
2.	Temporary Signs for ____	____ sq. ft.	$____	$ ---
3.	Flagmen for ____	____ hr.	$____	$ ---
4.	Traffic Signal Installation, Complete for ____	All Specified Lump Sum		$ 33,769
5.	"OPTICOM" Fire Pre-Emption	Lump Sum		$ 5,090
		Estimated Contract Cost		$ 41,359

ANTICIPATED ADDITIONAL ITEMS

Striping	$ -0-	
Signing	$ -0-	
Controller testing	$ 1,000	
	$	$ 1,000
	Engineering and Contingencies	$ 5,997
	ESTIMATED PROJECT COST	$ 48,356

COMMENTS:

NOTED
DWAYNE HOFSTETTER

8995

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
April 4, 1979

FILE: 9-1993 ~~[illegible]~~ Bruce will File

FROM: John E. Holcomb
Region Traffic Engineer

TO: L. E. George
Traffic Engineer

SUBJECT: Proposed Signal Project
Greenwood Ave. @ 8th. St.(Bend)Sec.
Central Oregon Highway
Deschutes County

At the verbal request of Wil Bradshaw, this letter is to document the City of Bend's request for fire pre-emption on the design of the subject signal.

The City wishes to be put on record as being considered for pre-emption not only on this signal, but on any future traffic signal installations within the City and Bend Rural Districts. They are also working on gradual coverage of existing signals; this, as budgetary considerations allow.

It is my understanding that your office will request Mainor Holmes to draw up a supplemental agreement with the City to cover this.

100% City 2-7-79

JEH:pw
cc: City of Bend,
Attn: Thomas P. Hansen, Fire Chief

NOTED
L. E. GEORGE

RECEIVED
APR 6 1979
TRAFFIC ENGINEERING

To typist 4-9.

8795

February 13, 1979

City of Bend
City Hall
Bend, OR 97701

Attention: James W. Kerfoot
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4836

Gentlemen:

Attached for your records is a fully executed copy of an agreement to replace the existing two-phase traffic signal on the Central Oregon Highway at 8th Street with multi-phase equipment.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhs

Att.

cc Gerald Wimer (conf. agree. att.)

8995

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

12-13-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

2

FEDERAL AID PROJECT NO. HHS-21-3(3)

STATE PROJECT NO. See below

COUNTY NAME Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 90059

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 12-13-78

FEDERAL ROUTE NUMBER Primary 21

STATE ROUTE NUMBER Primary 7

GENERAL LOCATION:

Central Oregon Highway at 8th St. (Bend) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work
TEC NTE $1,000 - F.F. $900
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:

As requested in Mr. Swan's letter of 12-7-78 I concur that the subject project is a non-major action as set forth in FHPM 7-7-2, paragraph 10e.

Swan
12-19

DATE 12-13-78

SIGNATURE OF APPROVING OFFICIAL G K H

TITLE for Division Administrator

FORM PR-1240 (REV. 8-78)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1978—626-787

1979 Troutdale (S.W. 7th St.)8996
Sec. of city sts. in Troutdale.
(Gr. and pav.)

CIA 6816 12-4-78

8996

OREGON STATE HIGHWAY DIVISION

DATE August 8, 1980

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1979

Contract # 8996

Construction Prefix 326-1707

P.E. Prefix 326-1464

Street S.W. 7th Street

City Troutdale

CONSTRUCTION COSTS:		
Payments to Contractor *	$ 37,807.37	
Const. Engineering & Contingencies	3,400.31	
TOTAL CONSTRUCTION COSTS		$ 41,207.68
PRELIMINARY ENGINEERING COSTS:		
State Share P.E.	$ 2,850.94	
City Prorated Share**	86.07	
TOTAL P.E. COSTS		$ 2,937.01
TOTAL PROJECT COSTS		$ 44,144.69
Less: Agreed State Share		
State Share P.E.	$ 2,850.94	
State SCA Share	25,000.00	
TOTAL AGREED STATE SHARE		$ 27,850.94
AGREED CITY SHARE		$ 16,293.75
CITY ADVANCE DEPOSIT		$ 23,000.00
BALANCE DUE CITY		$ 6,706.25

Reference: Outside Billing 2040

* Includes $22.05 interest

** $\frac{\$2,937.01\ (\$1,207.68)}{\$41,207.68}$ $86.07

Form 734-1065

8996

Date August 7, 1980

Invoice No.

P.O. No.

Invoice for Service Rendered or Goods Furnishe the
OREGON STATE HIGHWAY DIVISION
by

City of Troutdale
City Hall
Troutdale, Oregon 97060

Crew No.

FINAL BILLING: S.W. 7th
City Street
SCA Project

Total Project Cost (Including P.E.)		$44,144.69
Less: State SCA Share	$25,000.00	
State P.E. Share	2,850.94	27,850.94
City's Share		$16,293.75
City's Advance Deposit		23,000.00
		$ 6,706.25
Less AD Refunded City		4,500.00
REFUND DUE CITY		$ 2,206.25

APPROVED D E Swan

D. E. Swan
Operation Programming Engineer

Prefix: 326-1707-900-49 (Construction)
326-1464 (P.E.)

899b

P

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8/7/80	CC 2040		326 - 1707 326 - 1464

BILL TO: Code:

City of Troutdale
City Hall
Troutdale, Oregon 97060

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)		QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: S.W. 7th Street City Street SCA Project				
Total Project Costs (Construction & P.E.)				$44,144.69
Less: Agreed State Share (SCA)	$25,000.00			
Agreed State P.E. Share	2,850.94			
Total State Share				27,850.94
CITY SHARE				$16,293.75

Advance Deposit Amount	$ 23,000.00
Advance Deposit Previously Transferred to Highway Fund	$ 18,500.00
Balance	$ 4,500.00
Transfer to Highway Fund	$ - - -
Refund Due CITY	$ 4,500.00

Amount Due . . . . . $

Partial or final request for billing FINAL

Submitted by: Kenneth E Husby
Kenneth E. Husby

Number of the previous request in connection with this service. CC 2008

Approved:
D. E. Swan

SP*35736-734

```
           321    1497      906      00                     [illegible]1.50              530.72           530.72
           321    1497      9:0      00                      269.66              676.72           676.72
                            ** JOB TOTALS **               1,091.18  **        3,539.23  **     3,539.23  **

 N MAIN ST, BOARDMAN      CONT NO        FA PROJ NOS                                                        STATE
           325    1462      905      00                      247.62              [illegible].29           [illegible].29
           325    1462      918      00                                        1,595.02         1,595.02
           325    1462      922      00                                            9.44             9.44
           325    1462      923      00                                          256.40           256.40
                            ** JOB TOTALS **                 247.62  **        2,849.10  **     2,849.10  **

 TROUTDALE-SW 7THST       CONT NO     2 FA PROJ NOS                                                         STATE
           326    1464      905      00                                            3.00             3.00
           326    1464      921      00                                          165.60           165.60
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2-80

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TOTAL TO DATE JOB COST SUMMARY                                               MAY 1980          PAGE  369
                                                                              FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   GR  CURRENT MONTH  YEAR TO DATE       TO DATE
           326    1464      922      00                                            4.50             4.50
                            ** JOB TOTALS **                         **          173.10  **       173.10  **

 FALLS CITY (N MAIN ST)   CONT NO        FA PROJ NOS                                                        STATE
           327    1470      901      00                                        1,337.93         1,337.93
           327    1470      905      00                      191.46              [illegible]              [illegible]
           327    1470      910      00                      176.69              371.62           371.62
           327    1470      911      00                                           46.56            46.56
                            ** JOB TOTALS **                 368.15  **        2,296.20  **     2,296.20  **

 N 2ND ST-ENTERPRISE      CONT NO        FA PROJ NOS                                                        STATE
           332    1491      295      00                                                         5,3[illegible].96
           332    1491      296      00                                                        10,568.92CR
           332    1491      900      00                                                         1,430.27
           332    1491      901      00                                           28.15             8.92
           332    1491      901      00                                            1.92            10.72
           332    1491      901      00                                          288.98         1,1[illegible]
           332    1491      [illegible]      00                                                           [illegible]
           332    1491      [illegible]      00                                                           [illegible]
           332    1491      [illegible]      00                                          128.11           232.60
           332    1491      919      00                                                           167.08
           332    1491      921      00                                            3.96            10.76
           332    1491      922      00                                           51.00           1[illegible]
           332    1491      923      00                                                           [illegible]
                            ** JOB TOTALS **                         **          [illegible]  **     1,1[illegible]  **

 ROCK CR NW 185TH BR      CONT NO        FA PROJ NOS                                                        STATE
           3[illegible]    1473      951      00                                                            38.20
           3[illegible]    1473      [illegible]      00                      158.72              198.03           [illegible]
           3[illegible]    1473      [illegible]      00                                          [illegible]           [illegible]
```

8996

```
                                                             1.50         [illegible].72       [illegible]
                    321   1497    905     00               269.66          676.72           676.72
                    321   1497    910     00
                               ** JOB TOTALS **         1,091.18 **    3,639.23 **      3,639.23 **

                                                                                              STATE
  N MAIN ST, BOARDMAN    CONT NO      FA PROJ NOS          247.62          988.24           988.24
                    325   1462    905     00                             1,595.02         1,595.02
                    325   1462    918     00                                 9.44             9.44
                    325   1462    922     00                               256.40           256.40
                    325   1462    923     00
                               ** JOB TOTALS **           247.62 **    2,849.10 **      2,849.10 **

                                                                                              STATE
  TROUTDALE-SW 7THST     CONT NO    * FA PROJ NOS                            3.00             3.00
                    326   1464    905     00                               165.60           165.60
                    326   1464    921     00
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2-80

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                                                                MAY 1980          PAGE  369
TOTAL TO DATE JOB COST SUMMARY
                                                                 FISCAL           GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX    FUNCTION  GR  CURRENT MONTH   YEAR TO DATE       TO DATE
                                                                                4.50             4.50
                    326   1464    922     00
                               ** JOB TOTALS **                      **       173.10 **        173.10 **

                                                                                              STATE
  FALLS CITY (N MAIN ST)   CONT NO    FA PROJ NOS                        1,397.93         1,397.93
                    327   1470    901     00                               479.09           479.09
                    327   1470    905     00           191.46              371.62           371.62
                    327   1470    910     00           176.69               46.56            46.56
                    327   1470    911     00
                               ** JOB TOTALS **       368.15 **         2,295.20 **      2,295.20 **

                                                                                              STATE
  W 2ND ST-ENTERPRISE    CONT NO      FA PROJ NOS                                       5,2[illegible].96
                    332   1491    295     00                                          10,568.92CR
                    332   1491    296     00                                           1,[illegible]30.23
                    332   1491    901     00                                28.11         [illegible].92
                    332   1491    901     00                                 8.92            10.72
                    332   1491    901     00                                             1,[illegible]
                    332   1491    [illegible]     00                     2[illegible]        931.96
                    [illegible]   1491    [illegible]     00                                   143.58
                    [illegible]   1491    [illegible]     00                                   232.60
                    332   1491    919     00                               128.11          167.06
                    332   1491    921     00                                                10.76
                    332   1491    922     00                                 1.96       13[illegible]
                    332   1491    923     00                                51.0[illegible]
                               ** JOB TOTALS **                      **   [illegible] **   1,1[illegible] **

                                                                                              STATE
  ROCK CR NW 185TH DR    CONT NO      FA PROJ NOS                                          38.20
                    335   1478    901     00                                           2[illegible].43
                    335   1478    906     00           158.72              198.03       9[illegible].76
                    335   1478    927     00                               766.76
```

8996

TOTAL TO DATE JOB COST SUMMARY MAY 1980 PAGE 373

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	BR	CURRENT MONTH	FISCAL YEAR TO DATE	[illegible] TOTAL TO DATE	
LINCOLN ST-MAIN ST, MT ANGEL	CONT NO		FA PROJ NOS					STATE
	324	1736	900	00		7,010.00	23,010.00	
			** JOB TOTALS **		**	7,010.00 **	23,010.00 **	
W CENTER-W MAIN, SILVERTON	CONT NO		FA PROJ NOS					STATE
	324	1736	900	00		12,500.00	25,000.00	
			** JOB TOTALS **		**	12,500.00 **	25,000.00 **	
SHAFF RD-WASH ST, STAYTON	CONT NO		FA PROJ NOS					STATE
	324	1737	237	00			1,600.00	
	324	1737	900	00		14.47	14.47	
			** JOB TOTALS **		**	14.47 **	1,614.47 **	
MILL CITY-NE WALL ST	CONT NO		FA PROJ NOS					STATE
	324	1739	900	00		25,000.00	25,000.00	
			** JOB TOTALS **		**	25,000.00 **	25,000.00 **	
WILLOW CRK BR (HEPPNER)	CONT NO		FA PROJ NOS					STATE
	325	1707	900	00			25,000.00	
			** JOB TOTALS **		**	**	25,000.00 **	
SW 7TH ST-TROUTDALE	CONT NO 0000		FA PROJ NOS					STATE
	326	1707	201	00		37,785.32	37,785.32 to contractor	
	326	1707	206	00		22.05	22.05 interest on final payment, to contr.	
	[illegible]	1707	270	01		131.73	131.73 misc.	
	[illegible]	1707	[illegible]	00		18,500.00	18,500.00 } City adv dep	
	[illegible]	1707	[illegible]	00		18,500.00CR	18,500.00CR	
	[illegible]	1707	[illegible]	00		3,241.71	3,241.71 } engr = 3268.58	
	326	1707	900	00 &		12.13	12.13	
	326	1707	922	00		12.7[illegible]	12.7[illegible]	
			** JOB TOTALS **		**	41,207.68 **	41,207.68 **	
SE HUPT-UMTLA-STNFL HY 4, HERM	CONT NO		FA PROJ NOS					STATE
	330	1734	237	00			1,190.00	
			** JOB TOTALS **		**	**	1,190.00 **	
CITY OF UMATILLA-WILLAMETTE A	CONT NO		FA PROJ NOS					STATE
	330	1735	900	00		25,000.00	25,000.00	
			** JOB TOTALS **		**	25,000.00 **	25,000.00 **	
ISLAND CITY-"D" & 5TH STREETS	CONT NO		FA PROJ NOS					STATE
	331	1716	900	00		16,300.00	16,300.00	

4-4-80

IDAHO(CHURCH ST BR)MARION/LIN	CONT NO	* FA PROJ NOS					00	STATE
	324	1483	901	00			155.53CR	
	324	1483	905	00			4.07	
	324	1483	906	00			469.58	
		** JOB TOTALS **			**	**	318.12	**
N MAIN ST. BOARDMAN	CONT NO	FA PROJ NOS					00	STATE
	325	1462	901	00			1,334.33	
	325	1462	910	00			190.29	
	325	1462	911	00		73.90	73.90	
	325	1462	923	00	53.75	682.26	682.26	
		** JOB TOTALS **			53.75 **	756.16 **	2,280.78	**
SE 6TH AVE (TROUTDALE)	CONT NO	* FA PROJ NOS					00	STATE
	326	1463	901	00			2,466.62	
	326	1463	905	00			509.72	
	326	1463	905	00 &			173.25	
	326	1463	910	00			44.32	
	326	1463	920	00			25.05	
	326	1463	921	00			474.10	
		** JOB TOTALS **			**	**	3,693.06	**
TROUTDALE-SW 7THST	CONT NO	FA PROJ NOS						STATE
	326	1464	901	00	53.49	1,323.25	1,323.25	
	326	1464	905	00	154.06	1,100.78	1,100.78	
	326	1464	910	00		35.96	35.96	
	326	1464	911	00		107.20	107.20	
	326	1464	914	00	2.40	2.40	2.40	
	326	1464	921	00	178.94	178.94	178.94	
	326	1464	922	00	10.88	15.38	15.38	
		** JOB TOTALS **			399.77 **	2,763.91 **	2,763.91	**
N 3RD AVE (ROCKAWAY)	CONT NO	* FA PROJ NOS					00	STATE
	329	1466	901	00			2,261.86	

TOTAL TO DATE JOB COST SUMMARY

JUNE 1979

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	329	1466	905	00			1,352.50	
	329	1466	910	00			964.92	
	329	1466	910	00			2.75	
	329	1466	914	00			200.77	
	329	1466	920	00			60.36	
	329	1466	921	00			814.07	
	329	1466	924	00			126.20	
		** JOB TOTALS **			**	**	5,783.43	**
N 3RD ST-ENTERPRISE	CONT NO	FA PROJ NOS					00	STATE

4-4-80

```
                                 324   1483     901     00
                                 324   1483     905     00                                                    4.07
                                 324   1483     905     00                                                  469.58
                                                ** JOB TOTALS **                **               **        318.12  **

                                                                                                               00     STATE
 N MAIN ST, BOARDMAN          CONT NO        FA PROJ NOS
                                 325   1462     901     00                                                1,334.33
                                 325   1462     910     00                                                  190.29
                                 325   1462     911     00                                   73.90           73.90
                                 325   1462     923     00                 53.75            682.26          682.26
                                                ** JOB TOTALS **           53.75  **        756.16  **    2,280.78  **

                                                                                                               00     STATE
 SE 6TH AVE (TROUTDALE)       CONT NO      * FA PROJ NOS
                                 326   1463     901     00                                                2,466.62
                                 326   1463     905     00                                                  509.72
                                 326   1463     905     00 &                                                173.25
                                 326   1463     910     00                                                   44.32
                                 326   1463     920     00                                                   25.05
                                 326   1463     921     00                                                  474.10
                                                ** JOB TOTALS **                **               **      3,693.06  **

                                                                                                                      STATE
 TROUTDALE-SW 7THST           CONT NO        FA PROJ NOS
                                 326   1464     901     00                 53.49          1,323.25        1,323.25
                                 326   1464     905     00                154.06          1,100.78        1,100.78
                                 326   1464     910     00                                   35.96           35.96
                                 326   1464     911     00                                  107.20          107.20
                                 326   1464     914     00                  2.40              2.40            2.40
                                 326   1464     921     00                178.94            178.94          178.94
                                 326   1464     922     00                 10.88             15.38           15.38
                                                ** JOB TOTALS **          399.77  **      2,763.91  **    2,763.91  **

                                                                                                               00     STATE
 N 3RD AVE (ROCKAWAY)         CONT NO      * FA PROJ NOS
                                 329   1466     901     00                                                2,261.66



 TOTAL TO DATE JOB COST SUMMARY                                                     JUNE 1979         PAGE  490
                                                                                      FISCAL         GRAND TOTAL
 DESCRIPTION OF JOB OR DEPARTMENT      PREFIX       FUNCTION  GR  CURRENT MONTH     YEAR TO DATE        TO DATE
                                 329   1466     905     00                                                1,352.50
                                 329   1466     910     00                                                  964.92
                                 329   1466     910     00 &                                                  2.75
                                 329   1466     914     00                                                  200.77
                                 329   1466     920     00                                                   60.36
                                 329   1466     921     00                                                  814.07
                                 329   1466     924     00                                                  126.20
                                                ** JOB TOTALS **                **               **      5,783.43  **

                                                                                                               00     STATE
 N 2ND ST-ENTERPRISE          CONT NO        FA PROJ NOS
```

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

2-6-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Superior Asphalt & Concrete Co., No. 8925	Lone Rock Jct.-Rock Creek, Gilliam County	January 3, 1980
Superior Asphalt & Concrete Co., No. 8953	Shaniko-The Dalles/Calif. Hwy., Wasco County	January 3, 1980
M & F Building, No. 8968	Brookings (Wharf St.), Curry County	January 7, 1980
St. Helens Paving, Inc., No. 8984	Columbia County Line-Buxton, Washington Co.	January 7, 1980
Willamette-Western Corp., No. 8788	Monitor Road Junction Project, Marion County	January 9, 1980
North Santiam Paving Co., No. 9010	Shaff Rd.-W. Washington St. (Stayton), Marion Co.	January 14, 1980
Ausland Const., Inc. No. 8845	Grandview Ave. @ Cloverlawn Dr. (Grants Pass Vicinity) Josephine County	January 14, 1980
Bomac Construction, Inc., No. 8876	Jantzen Beach Information Center, Multnomah County	January 17, 1980
Don Haisch Const. Co., No. 8988	Jantzen Beach Information Center, Multnomah County	January 17, 1980
North Santiam Sand & Gravel, Inc., No. 8885	Power Line-China Hollow Creek, Sherman County	January 18, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Construction, No. 8726	Upper Calapooia River Bridge, Linn County	January 22, 1980
Baker Redi-Mix, Inc., No. 8906	Auburn Ave. & Washington Ave. (Baker), Baker County	January 22, 1980
R. L. Coats, No. 8926	Madras/Prineville Hwy.-Culver Hwy., Jefferson Co.	January 23, 1980
Olson Electric Co., Inc., No. 8792	Hermiston Ave. @ SW Highland Ave. (Hermiston), Umatilla County	January 24, 1980
Morse Bros., Inc., No. 8833	6th, 8th & Quincy Sts. (Harrisburg), Linn County	January 30, 1980
Babler Bros., Inc., No. 8863	Del Rey Beach Access Rd.-Neawanna Creek, Clatsop County	January 30, 1980
Columbia West Matls. & Constructors, No. 8967	D St. - F St. (Rainier), Columbia County	January 30, 1980
Roy L. Houck Const. Co., No. 8796	Millican Creek (Lafayette), Yamhill County	January 30, 1980
Porter W. Yett Co., No. 8996	Troutdale (SW 7th St.), Multnomah County	January 30, 1980
Gervais Construction Co., No. 8807	Lone Tree Bar State Park, Marion and Yamhill Counties	February 5, 1980

February 6, 1980

H. S. Coulter, State Highway Engineer

.8776

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

FISCAL YEAR

PAYEE

PORTER W YETT CO
6500 NE AINSWORTH ST
PORTLAND OR 97218

VOUCHER DATE: 1-30-80

TOTAL AMOUNT: $ 1,889.27

WARRANT NUMBER: 30474

CONTRACT NO.: 8996

ESTIMATE NO.: 2 - FINAL

PERIOD COVERED: TO 9-24-79

APPROVED:

Designated Authority

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, ______________ (Name) CERTIFY THAT I AM ______________ (Capacity)

FOR ______________ (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID; FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

____
Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.

If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435.

Form 734-1020X (Rev. 8-78)

FINAL CONTRACT PAYMENT SUMMARY

CONTRACTOR Porter W. Yett Co.
6500 N.E. Ainsworth St.
Portland, OR 97218

CONTRACT NO. 8996

ESTIMATE NO. 2 Final

FINAL VOUCHER AMOUNT . . . . $ 1,889.27

PLUS INTEREST EARNED ON RETAINAGE DEPOSITED IN INTEREST BEARING ACCOUNT . . . . —

LESS OSHD COSTS FOR ADMINISTERING RETAINAGE (INTEREST BEARING OR SECURITIES) . . . . —

PLUS INTEREST DUE ON FINAL VOUCHER AMOUNT* 22.05

TOTAL DUE CONTRACTOR 1,911.32

Frank R. Griffin
(DESIGNATED AUTHORITY)

*INTEREST FROM Jan. 6, 1980

ESTIMATE NO.	DATE PAID **	AMOUNT	AMT. ÷ 3000 = INT./DAY	X TOTAL DAYS	= INTEREST DUE
2 Final	Feb. 9, 1980	1,889.27	0.6298	35	22.05

**10TH DAY AFTER MAILING.

Form 734-1388 (rev. 8-79)

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY: MULTNOMAH

HIGHWAY: CITY STREET

SECTION: TROUTDALE (SW 7TH ST)

CONTRACT NO.: 8996

ESTIMATE NO.: 2

FEDERAL AID PROJECT NO.:

PREFIX NO'S.:

Mailed 1-30-

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	9N MOBILIZATION	LUMP SUM	2000.0000	100.000	2000.00	2000.0
002	9N TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	1500.0000	100.000	1500.00	1500.0
003	9N TEMPORARY SIGNS	SQ FT	10.0000	63.000	630.00	630.0
004	9N TEMPORARY BARRICADES	EACH	125.0000	4.000	500.00	500.0
006	9N GENERAL EXCAVATION	CU YD	7.8000	706.300	5509.14	5509.1
007	9N 1"-0 AGGREGATE BASE	TON	11.3000	1,111.870	12564.13	12564.1
008	9N CLASS B ASPHALT CONCRETE	TON	27.5000	526.620	14482.05	14482.0
0[illegible]	9N ADJUSTING MANHOLES	EACH	200.0000	3.000	600.00	600.0

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE: 01 29 80 PG. 01 8996

PREVIOUS VOUCHER NO.: 15379

CHECKED BY: LMB/DT

ENGINEER OR AUDITOR: W TISON

	AMOUNT TO DATE	PREVIOUS AMOUNT
TOTAL CONTRACT ITEMS	37785.32	37785.
5 % RETAINED ON CONTRACT ITEMS	-0-	1,889.27
FORCE ACCOUNT		
TOTAL PAYMENTS	37,785.32	35,896.0

VOUCHER

DIVISION

COUNTY MULTNOMAH	CONTRACT NO. 8996	ESTIMATE NO. 2	PREFIX NO'S.
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO.		
SECTION TROUTDALE (SW 7TH ST)			

Mailed
1-30-80

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	LUMP SUM	2000.0000	100.000	2000.00	2000.00	C.S. Release
OTECTION AND DIR OF TRAFFIC	LUMP SUM	1500.0000	100.000	1500.00	1500.00	2-7-80
SNS	SQ FT	10.0000	63.000	630.00	630.00	
RRICADES	EACH	125.0000	4.000	500.00	500.00	
VATION	CU YD	7.8000	706.300	5509.14	5509.14	
TE BASE	TON	11.3000	1,111.870	12564.13	12564.13	
ALT CONCRETE	TON	27.5000	526.620	14482.05	14482.05	
NHOLES	EACH	200.0000	3.000	600.00	600.00	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

		AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
01 8996	TOTAL CONTRACT ITEMS	37785.32	37785.32	
	5 % RETAINED ON CONTRACT ITEMS	-0-	1,889.27	1,889.27
	FORCE ACCOUNT			
	TOTAL PAYMENTS	37,785.32	35,896.05	1,889.27

#8996

February 1, 1980

Safeco Insurance Co.
1500 S. W. 1st Avenue
Portland, OR 97201

Contract No. 8996
COM 5

Gentlemen:

Contract No. 8996 awarded to Porter W. Yett Co., for work on S. W. 7th Street in Troutdale, Multnomah County, was completed on September 24, 1979, and accepted by the State Highway Engineer on January 30, 1980.

Final payment in the amount of $1,889.27 will be released to the contractor after February 7, 1980. The total contract amount is $37,785.32 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

cc Porter W. Yett Co.
6500 N. E. Ainsworth St.
Portland, OR 97218

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8996

*** FINAL REPORT ***

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Troutdale (S.W. 7th St.)		WEEK ENDING November 16, 1979
		SECTION PREFIX 326-1707
	HIGHWAY City Street	COUNTY Multnomah
NAME OF JOB Troutdale (S.W. 7th St.)	KIND OF WORK Grading & Paving	
CONTRACTOR Porter W. Yett Co.	CONTRACT NUMBER 8996	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT August 13, 1979	DATE WORK STARTED September 5, 1979	ESTIMATED COMPLETION DATE Project Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 65 CD SPECIFIED COMPLETION DATE	WORK DAYS USED CALENDAR DAYS USED 32 CD PERCENT OF TIME ELAPSED 49
PROJECT AUTHORIZATION: $ 48,060.46		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 43,863.04	ENGINEERING AUTHORIZATION $ 4,197.42	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 43,000.00	ENGINEERING COST TO DATE $ 3,300.00	DATE PROJECT WAS COMPLETED: September 24, 1979
ESTIMATED PERCENT: XXXXXX UNDERRUN 4.29 %	PERCENT OF AUTHORIZATION 76 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.16	.16			.16
MILES PARTIALLY COMPLETED	.16	.16			.16
MILES COMPLETED	.16	.16			.16
TOTAL ESTIMATED QUANTITIES (CONTRACT)	989 CY	1,150 TON			450 TON
TOTAL QUANTITIES CORRECTED TO DATE	706 CY	1,112 TON			527 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	706 CY	1,112 TON			527 TON
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

November		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	11	Clearing, Cold	0		
MONDAY	12	Clear, Cold	0		
TUESDAY	13	Clear, Cold	0		
WEDNESDAY	14	Clear, Cold	0		
THURSDAY	15	Clear, Cold	0		
FRIDAY	16	Cloudy, Showers	0		
SATURDAY	10	Partly Cloudy	0		

RECEIVED
NOV 20 1979
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

November	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 11	No activity.
MONDAY 12	No activity.
TUESDAY 13	No activity.
WEDNESDAY 14	No activity.
THURSDAY 15	No activity.
FRIDAY 16	No activity.
SATURDAY 10	No activity.

REMARKS

This project was completed September 24, 1979. Third Notification is pending submittal by the contractor of all certifications, forms and documents required under the contract. It is anticipated that the Semi-Final Estimate will be submitted sometime next week with the exception of those items still not supplied by the contractor. This will be the FINAL weekly report.

SIGNED W. A. Tison LOCATION Portland

W. A. Tison, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

SP-F216

8996 11-13-79 Troutdale

TROUTDALE (S.W. 7TH ST.)

CITY STREET
MULTNOMAH COUNTY
STATE PROJECT
Contract No. 8996 Prefix No. 326-1707

Contractor: Porter W. Yett Co.

REPORT ON PROJECT

The length of this project is 826 ft. Consisting of one city block.

The existing surface was broken oil & rock. The plans called for most of this material to be excavated & hauled off the project.

The preconstruction conference was held on August 29, 1979. The contractor moved onto the project September 5 and signing was installed the same day. Temporary protection & direction of traffic was adequate & satisfactory. The street was closed off to through traffic for the duration of construction. All local traffic was allowed to move without restriction at all times.

There were no major construction problems encountered during construction of the project. One small area at the connection of Kingwa "Kings Way" St. became soft after traffic used the base rock. This was overcome by placing extra asphalt in this area. This resulted in an overrun of asphalt by 17%.

The shoulder rock & cleanup work was completed on September 24, 1979.

W. A. Tison
W. A. Tison
Resident Engineer

November 13, 1979

1 Versteeg ✓
Anderson Doc
~~Christensen~~
Olsen
Sullivan copy
Terpin
Trout
Wessling

RECEIVED
DEC 0 4 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

REFERRED TO JWS
Beard ✓ Stoudenmeyer
Cole Sample
Erikson Watson
Hagen Dorn Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Prepare Ltr of acknowledgement.

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Troutdale (S.W. 7th St.)
Highway: City Street
County: Multnomah

Contract No.: 8996
Prefix: 326-1707
F.A. No.: State

SUMMARY

Item No.	Item	Unit	Original	Semi-Final	%(+ or -)
	Bid Items	$	40,474.20	37,785.32	-7
	Anticipated Items	$	1,500.00	410.00 *	-73
	Contingencies	$	1,888.84	0.00	-100
	Engineering	$	4,197.42	3,000.00 *	-29
	Liquidated Damages	$		0.00	
	Total	$	48,060.46	41,195.32	-14

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

Item No.	Item	Unit	Original	Semi-Final	%(+ or -)
B.I. 003	Temporary Signs	Sq. Ft.	109	63	-42
	Plan quantity not needed.				
B.I. 004	Temporary Barricades	Each	8	4	-50
	Plan quantity over estimated.				
B.I. 005	Flagmen	Hour	80	0	-100
	With the construction method used, flagmen were not needed.				
B.I. 006	General Excavation	Cu. Yd.	989	706.3	-29
	Slight grade change in excavation area resulted in less yardage.				
B.I. 008	Class B Asphalt Concrete	Ton	450	526.62	+17
	Weather conditions and use by local traffic resulted in weak areas near intersections. Extra asphalt concrete was used in these areas for added strength.				

* Estimated quantities at time of preparation. It appears that engineering will underrun at this time.

8996

August 27, 1979

City of Troutdale
City Hall
Troutdale, Oregon 97060

Attn: Robert W. Jean
Administrator

Dear Mr. Jean:

On August 13, 1979, a contract on S.W. 7th Street was awarded to Porter W. Yett Co. Included herewith is a copy of the contract and plans for your files.

You will note on page 2 of the plans it will be your responsibility to relocate street signs, remove and reset mail box posts, relocate concrete posts and construct approach.

If you have any further questions, feel free to contact this office or Jon Rose, Region Federal Aid Engineer, 5821 N.E. Glisan Street, Portland, Oregon 97213.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

ES:pf
Enclosure

cc: Jon Rose

8996

July 26, 1979

City of Troutdale
104 Kibling St.
Troutdale, OR 97060

Attn: Bill Bivin, Director
Public Works

Gentlemen:

On July 26, 1979, the lowest of 3 bidders on the 7th Street (Kings Hwy.-Buxton St.) Section was Porter W. Yett Co., 6500 NE Ainsworth St., Portland, OR 97218, which bid is approximately 11% greater than our estimate. Since this is above the 10% limit it will be your responsibility to either accept or reject the project. If the City does decide to proceed with the project the following advance deposit is required from the City.

Bid Items	$ 40,474.20
Permanent Pavement Striping	500.00
State Responsibility for Damages	1,000.00
4½% Contingencies	1,888.84
(9%) or (10%) Engineering	4,197.42
ESTIMATED TOTAL COST	$ 48,060.46
Less SCA Monies	- 25,000.00
City's Total Cost	$ 23,060.46

City's Advance Deposit: $23,000.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than August 17, 1979.

Please make your check for $23,000.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, OR 97310.

Very truly yours,

For D. E. Swan
Operation Programming Engineer

FN:dmc

bc w/AD#669: Jon Rose, Metro Fed. Aid Specialist
Vern Skoog-Please return completed AD#669 when check is received.

8976

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

6-5-79.

926

Attention: Right-of-Way Section

Subject: Federal Aid Project No. SCA
Project Name Troutdale (SW 7th)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property has been or will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at TROUTDALE, Oregon, this 5th day of JUNE, 1979

City of Troutdale

x
Mayor

x
City Recorder

Certified By:

Regional Right-of-Way Supervisor
Date 6-11-79

Instructions: Complete A or B and C.

R/W File No. ________
Rev. 1/76

Section Troutdale (S.W. 7th St.) Sec. Programming Estimate $

Highway 8996 City Street 6-13-79 Project Length 0.16 miles

County Multnomah Completion Time 65 Cal. Days

Kind of Work Grading and Paving

Prefix 326-1464 FA Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ ~~37,153 00~~ 36,383

Anticipated Additional Items:	
Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	500
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished	1000
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities	
Misc. Permit Fees	

$ 1,500

	$ 38,653 00 37,893
Contingencies (4-1/2%)	1739.39 1705.19
Engineering (10 %)	3865 30 3789 30
SUBTOTAL	$
Credit for	
Estimated Net Authorization, Construction	$ 44,257 69 43,387 30

APPROVED

Road Design Engineer

Revised 6-13-79 no fed. 90! H

OREGON STATE HIGH~~WAY~~ DIVISION
MMARY--BID SCHEDULE--COST ESTI E

Sheet 1 of 1
Date 5/25/79

Section Troutdale (S.W. 7th St.) Sec.
County Multnomah
Kind Of Work Grading and Paving
Length 0.16 miles
Name B. Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		All	All	—	$2,700^{00}$
	Temporary Protection and Direction of Traffic		All	All	—	510^{00}
	Temporary Signs		Sq.Ft.	109	6^{00}	654
	Temporary Barricades		Each	8	100^{00}	800
	Flagmen		Hour	~~120~~ 80	19^{00}	~~2280~~ 1520
	Road Work					
	General Excavation		Cu.Yd.	989	6^{00}	5934
	1"-0 Aggregate Base		Ton	1150	9^{50}	10,925
	Class "B" Asphalt concrete		Ton	450	28^{00}	$12,600^{00}$
	Adjusting Manholes		Each	3	250^{00}	750^{00}
						$37,153^{00}$
						36,393

65 CD

$1,000 State Respon.

Section Troutdale (S.W. 7th St.) Sec. Programming Estimate $

Highway City Street Project Length 0.16 miles

County Multnomah Completion Time 65 Cal. Days

Kind of Work Grading and Paving

Prefix 326-1464 FA Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 37,153.00

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	500
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished	1000
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities	
Misc. Permit Fees	

$ 1,500

$ 38,653.00

Contingencies (4-1/2%) 1739.39

Engineering (10 %) 3865.30

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction $ 44,257.69

APPROVED

Road Design Engineer

Rev. 6-12-79 H

OREGON STATE HIGH~~WAY~~ DIVISION

MMARY--BID SCHEDULE--COST ESTI TE

Sheet 1 of 1

Date 5/25/79

Section Troutdale (S.W. 7th St.) Sec.

County Multnomah

Kind Of Work Grading and Paving

Length 0.16miles

Name B. Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		All	All	—	2,700⁰⁰
	Temporary Protection and Direction					
	of Traffic		All	All	—	510⁰⁰
	Temporary Signs		Sq.Ft.	109	6⁰⁰	654
	Temporary Barricades		Each	8	100⁰⁰	800⁰⁰
	Flagmen		Hour	120	19⁰⁰	2280⁰⁰
	Roadwork					
	General Excavation		Cu.Yd.	989	6⁰⁰	5934
	1"-0 Aggregate Base		Ton	1150	9⁵⁰	10,925
	Class "B" Asphalt concrete		Ton	450	28⁰⁰	12,600⁰⁰
	Adjusting Manholes		Each	3	250⁰⁰	750⁰⁰
						37,153⁰⁰

65 CD

$1,000 State Respon.

8976

City of Troutdale

104 Kibling Street (503)665-5175
Troutdale, Oregon 97060

May ~~30~~ 31, 1979

MA PDM HDE TSE SPC
ODOT - METRO
MAY 31 1979
AM PPS FILE T/A

Mr. John Rose
Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Dear Mr. Rose:

Please find enclosed the one (1) set of approved plans for the improvement to 7th Street between Kings Byway and Buxton Street.

The only additions, or changes, that I have made are the relocating of the five concrete posts, which will be done by our City crews, and the raising of the existing sewer manholes which were not shown on your plans. I imagine the reason they are not shown on your plans is that they are well buried, but they will have to be located and raised.

any questions, please do not
act me.

Sincerely yours,

CITY OF TROUTDALE

Bill Bivin, Director
Public Works

From Metro Jon Rose
Date 5/31/79
To [redacted]
Traffic Region 1

Comments: Here are Troutdale's notes and comments on the 7th St SCD project plans. Please take appropriate action.

Jon Rose

Info to Design Room
6-7-79
H

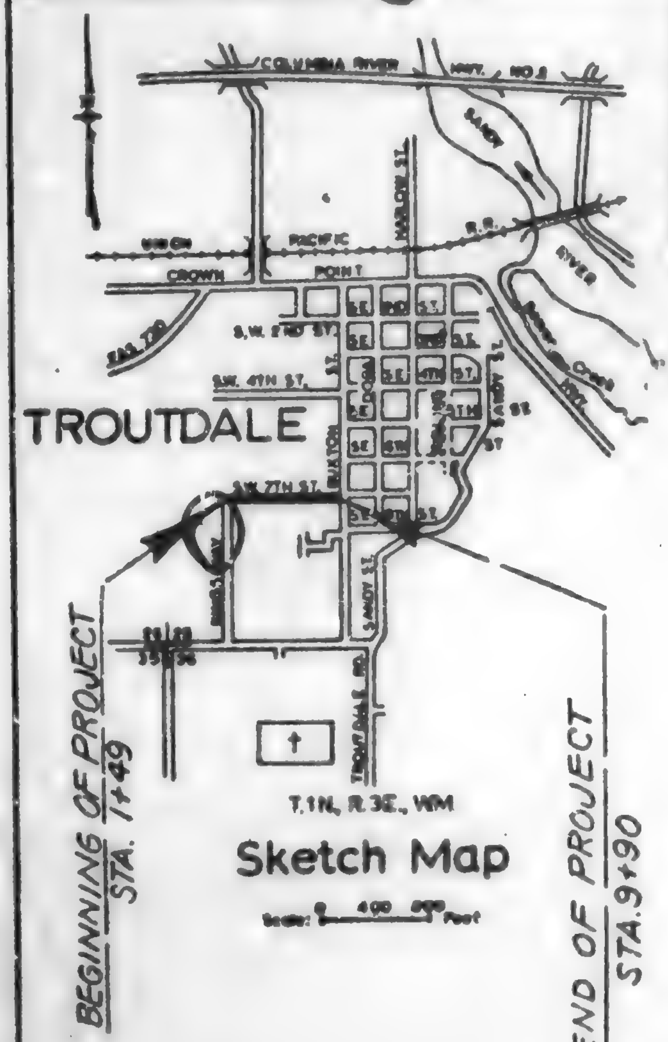
PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
[✓ LGE] FAE ☐ OPE ☐
JUN 1 1979
TAA Fred
File: PM FA LG OP

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	*Title Sheet, Typical Sections, Summary*
2	*Plan & Profile*

T Y P I C A

PRELIMINARY COPY
MAY 11 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT


COLUMBIA RIVER
HWY. NO. 2
UNION PACIFIC R.R.
CROWN POINT
HARLOW ST.
SANDY RIVER
S.W. 2ND ST.
S.W. 4TH ST.
S.W. 7TH ST.
BUXTON
TROUTDALE RD.
SANDY ST.
Beaver Creek
TROUTDALE
BEGINNING OF PROJECT STA. 1+49
END OF PROJECT STA. 9+90
T.1N., R.3E., WM
Scale: 0 400 800 Feet

Sketch Map

MA PDW ODE TSE SPC

MAY 14 1979

AM PPS

FILE: TM

S U M M A R Y

ITEM	UNIT	QUANTITY

Item	Code	Unit	Quant.
Mobilization			
Temp. Prot. & Dir.			
Gen. Exc.		*cu.yd.*	*989*
Aggregate Base		*Ton*	*976*
Agg shoulder material		*Tons*	*290*
Watering		*M. Gal*	*22*
Class "B" A.C.		*Ton*	*321*
Asph Cem in mix		*Ton*	*28*
Adjust manhole		*Ea*	*1*
Relocate street sign		*Ea*	*1*
Relocate mail box		*Ea*	*1*
Relocate [illegible] Posts		*Ea*	*5*

APPROVED
CITY OF *TROUTDALE*

BY MAYOR *R. M. [illegible]*

BY RECORDER *Jeri L. Widmer*

DATE *5/29/79*

PRELIMINARY
SUBJECT TO C

Hildebran

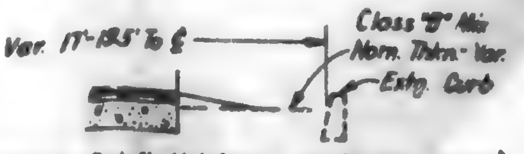
YPICAL SECTIONS

OREGON STATE HIGHWAY DIVISION
GRADING & PAVING
TROUTDALE (S.W. 7TH.ST.) SEC.
CITY STREET
MULTNOMAH COUNTY

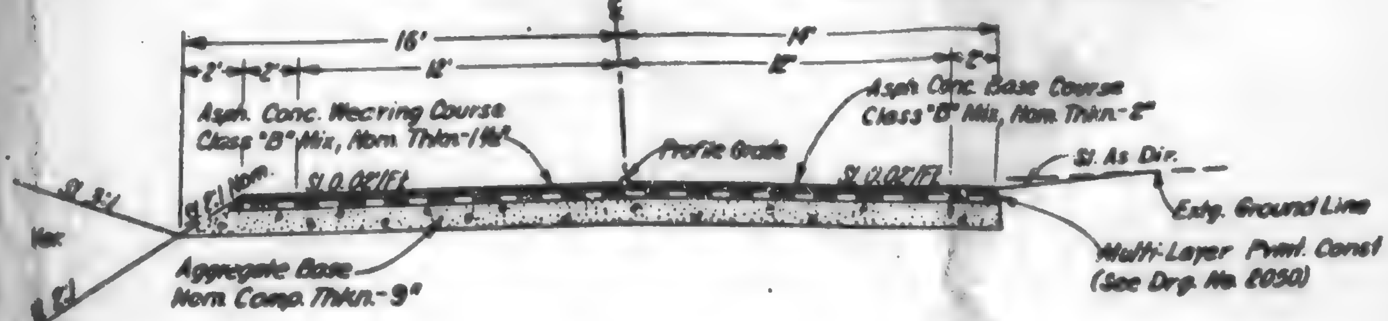
SHEET No. 1

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

PRELIMINARY COPY
MAY 11 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

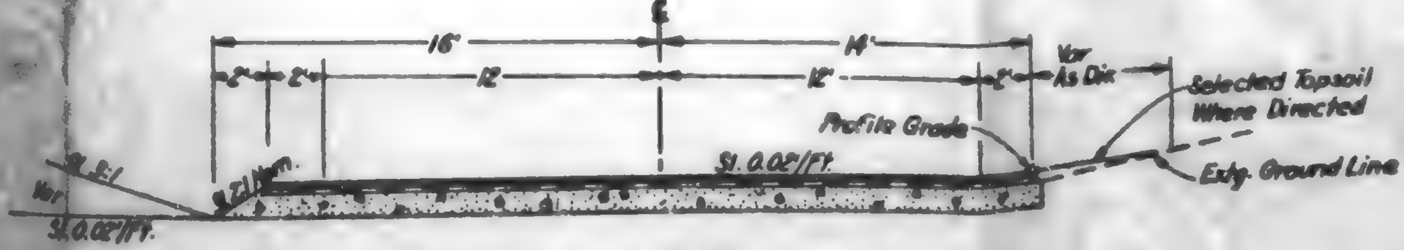

Var. 17'-19.5' To ℄
Class "B" Mix
Nom. Thkn.- Var.
Extg. Curb

(For Surfacings Details Not Shown, See Section Below)
STA. 1+94 To STA. 3+11 Rt.


℄
16'
14'
2'
2'
12'
12'
2'
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn.-1½"
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn.-2"
Profile Grade
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. As Dir.
Sl. 3:1
2:1 Nom.
Var.
Sl. 2:1
Extg. Ground Line
Aggregate Base
Nom. Comp. Thkn.-9"
Multi-Layer Pvmt. Const
(See Drg. No. 2050)

STA. 1+49 To STA. 3+50
3+50 To 4+50 (Transition)

Base design may be revised


℄
16'
14'
2'
2'
12
12'
2'
Var As Dir.
Selected Topsoil
Where Directed
Profile Grade
Sl. 0.02'/Ft.
Sl. 3:1
2:1 Nom.
Var
Sl. 0.02'/Ft.
Extg. Ground Line

For Surfacing Details Not Shown See Section Above
STA. 4+50 To STA. 9+00
9+00 To 9+90 (Transition)

PRELIMINARY COPY
SUBJECT TO CHANGE

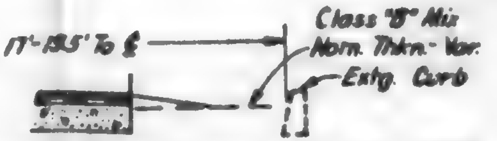
Hildebrandt

A.L SECTIONS

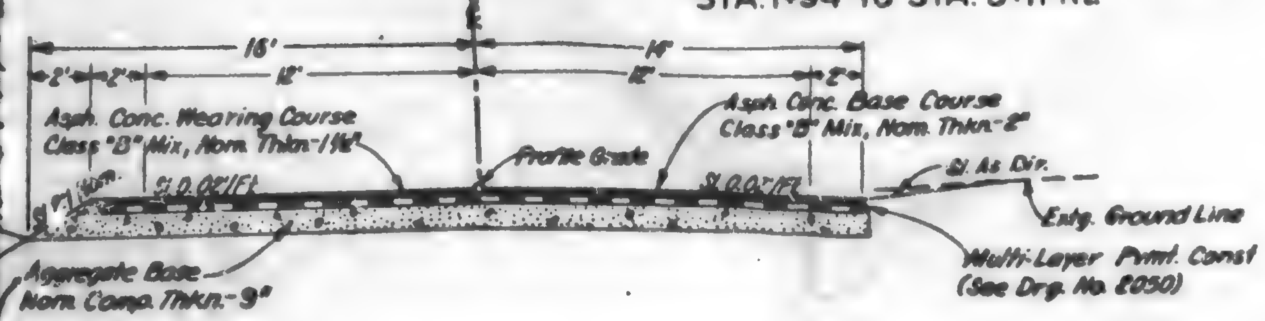
OREGON STATE HIGHWAY DIVISION
GRADING & PAVING
TROUTDALE (S.W. 7TH.ST.) SEC.
CITY STREET
MULTNOMAH COUNTY

SHEET No. 1

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

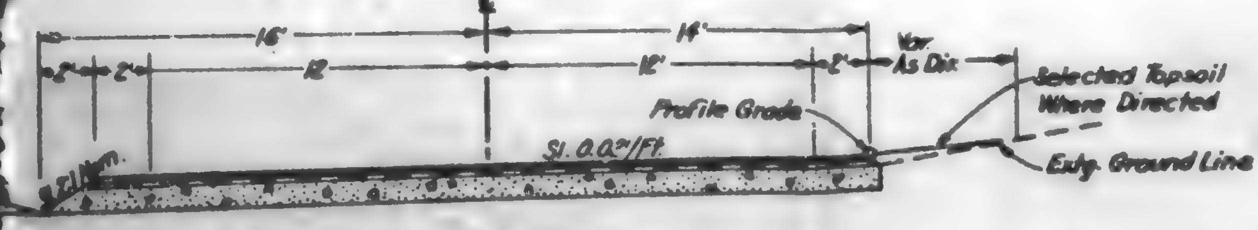

Var. 17'-19.5' To ℄
Class "B" Mix
Nom. Thkn.- Var.
Extg. Curb

(For Surfacings Details Not Shown, See Section Below)
STA. 1+94 To STA. 3+11 Rt.


℄
16'
14'
2'
2'
12'
12'
2'
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn.-1½"
Profile Grade
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn.-2"
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. As Dir.
Extg. Ground Line
Multi-Layer Pvmt. Const
(See Drg. No. 2050)
Aggregate Base
Nom. Comp. Thkn.-9"

STA. 1+49 To STA. 3+50
3+50 To 4+50 (Transition)

Base design may be revised


℄
16'
14'
2'
2'
12
12'
2'
Var. As Dir.
Selected Topsoil
Where Directed
Profile Grade
Sl. 0.02'/Ft.
Extg. Ground Line

For Surfacing Details Not Shown See Section Above
STA. 4+50 To STA. 9+00
9+00 To 9+90 (Transition)

RY COPY
CHANGE

8996

PROJECT MANAGEMENT OFFICE MEMO

Date 5-15-79

Subject TROUTDALE 7TH ST. File No.

Received (call) (visit) from DESIGN - HARTLE

Address

Made (call) (visit) to BILL BIVIN - TROUTDALE Phone 665-5175

Reason for contact and general discussion: Hartle wanted to know if City would go for installing guard rail on west end of 7th St. instead of relocating concrete posts and cable. Cost for guardrail is $3400± Versus $700 for post & cable relocation. Bill Bivin, Pub Wks Dir. say City will ~~relocate~~ remove posts and cable before contractor moves in and will either reinstall same or place guard rail depending on recommendation from police Dept. Notified Hartle.

Signature Gary E. Zehner

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8996

STATE OF OREGON **INTEROFFICE MEMO**

Metro Technical Services — 238-8231
DEPT. — TELEPHONE

TO: FRANK TERPIN
Location Engineer - Salem

DATE: March 6, 1979

FROM: R. T. EWEN Robert Ewen
Metro Location Engineer

SUBJECT: S.W. 7th St. (Kings Way to Buxton St.)
City of Troutdale
Multnomah County
Location Survey Submittal

Submitted is location survey for subject project including engineering data listed as follows:

1 - Detail Map on Federal Aid Sheet (mylar)
1 - Roll x-sections (originals)
1 - Roll x-sections (work copy)
1 - Book Field Notes & Photos
1 - Pad Project Correspondence
1 - Pad Containing: Report on Survey
Quantity Summary & Cost Estimate
Location Engineer's Statement
Earthwork Quantities
A.C. "
Aggregate "
Subgrades "

The project is a part of the Special City Allotment Program. Funding is available and approved. The City of Troutdale has approved the design as being submitted.

The resident engineer has contacted the city relative to the estimated cost of $39,876. The City has responded, requesting to proceed with the project as soon as possible but not prior to July 1st 1979.

If any further information if necessary please contact this office and advise if any changes are anticipated.

pq

cc Max Klotz
E. J. Dunn

3-8-79 Returned to Terpin - Appears to be Generally as City requested.

To City Co.
3-8-79

8996

S.W. 7th St. (King's Way to Buxton St.)

Prefix: 326-1464

Multnomah County
February 1979

REPORT ON SURVEY

This project comes under the Special City Allotment Program (ORS 366.805) and is scheduled for 1979 construction.

The termini of the project is S.W. 7th St. between King's Way and Buxton St. within the City of Troutdale. Length: 840 Lineal Feet

The original estimate for this project was $66,900, as defined on the investigation report date 10/4/78. This included grading, surfacing, paving, curbs and sidewalks. This is more than the City of Troutdale can finance at this time. In a letter from the City of Troutdale, dated 10/16/78, to Gerald Wimer, ODOT Local Government Section Manager, the City requested the project costs be worked up in the $40,000 range. Copy of this correspondence is included. This office computes the final costs to be $38,634, plus PE of $1242 for a total cost of $39,876.

An on site inspection of the project was made in November 1978 with Mr. Bill Rivin, Director of Public Works. From this inspection it was determined to eliminate the curbs and sidewalk and only perofrm the necessary grading, surfacing and paving to give the local residents a driveable street. The existing is in very deplorable condition.

The City of Troutdale does not have any special criterion for their typical sections. Other streets, were measured. Some are 20 foot with 4 foot gravelled shoulders, others are 28 feet, some with curbs and some without.

Via concurrence with the City of Troutdale a 28 typical section, was agreed upon. Two 12 foot driving lanes and two 2 foot shoulders.

The existing R/W is 60 feet. The local residents do not want a ditch section along the southerly side of the typical. There is not a ditch now and all the drainage drains to the north into a wooded undeveloped area. A ditch along the southerly side would disrupt their lawns and landscaping. To cope with this request the following was done:

> Between Stations 1+60 and 3+50 a normal crown section was used. Drainage in this area goes into an existing inlet left of Station 2+47. This inlet will not be disturbed during construction. Between Stations 3+50 and 4+50 a transition from a crown section to a shed roof section, right to left. Between Stations 4+50 and 9+90 a shed roof section was used throughout. This provides run-off and does not cause any disruption.

There will not be any conflicts with utilities.

There will be an excess of approximately 960 cubic yards of excavated materials. These will become the property of the contractor and disposed of at his discretion. The projects requires 26 cubic yards of embankment.

For the base design it is recommended that 9 inches of 1" - 0 aggregate base with 3 inches of Class 'C' Asphaltic Concrete be used. This was derived from other projects within the area and is believed to be ample as this is a low volume residential street with no truck traffic.

All work will be contained within the existing 60 foot R/W. Property pins were located to establish the R/W.

Assumed Stations and elevations were used.

Under the item relocate incidentals the following work will be required:

Move and reset 5 concrete posts at beginning of project
Move and reset 1 street sign STA 1+60 Right
Move and reset 1 mailbox STA 9+37 Right

E.J. Dunn
Resident Engineer

8996

Summary-Bid Schedule-Cost Estimate

Date February 1979

Section S.W. 7th (Ki[illegible]'s Way to Buxton St.)

326-1464

Kind of Work Grading and Paving

Length 840'

Name J. Donnelly

Item		Code	Unit	Quant	Unit Cost	Total
Mobilization	8%		All			$ 2320
Temporary Protection & Direction of Traffic	3%		All			870
Flagman			Hr.	8	$19.00	152
Temporary Signing			Sq. Ft.	96	6.50	624
2 - Construction						
2 - Slow						
2 - Be Prepared to Stop						
General Excavation			C.Y.	989	6.00	5934
1-inch Aggregate Base			C.Y.	980	10.00	9800
Watering			M-Gal.	24.5	10.00	245
Class 'C' A.C., Including Liquid			Ton	437	27.00	11,799
Adjust Manhole			Each	1	$250.00	250
Relocate Incidentals			All			200
1 - Street Sign						
1 - Mailbox						
5 - Concrete Posts						
SUBTOTAL						32,194
Engineering and Contingencies	20%					6,440
TOTAL						$38,634

8996

326-1464

City of Troutdale

104 Kibling Street (503)665-5175
Troutdale, Oregon 97060

February 26, 1979

Mr. E. J. Dunn
Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

RE: S.W. 7th Street (Kings Byway to Buxton Street)

Dear Mr. Dunn:

The City of Troutdale wishes to pursue the construction of S.W. 7th Street.

Because of the usual budgetary problems of small cities we would like to request that the construction contract not be awarded until after July 1, 1979.

If you have any further questions, please do not hesitate to contact me.

Sincerely yours,

CITY OF TROUTDALE

Bill Bivin, Director
Public Works

BB:dl

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 1 1979

TA Hildebrandt File: PM FA LG OP

Presently at 7-28-79
bid opening

From Metro Jon Rose Date 2/28/79
To [redacted]
[redacted] Traffic Region 1
Comments: Please consider the City's request

Jon Rose

8996

File No. 120
Pref 326-1

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

January 31, 1979

Telephone 238-8245

CITY OF TROUTDALE
104 Kibling Street
Troutdale, OR 97060

Subject: S.W. 7th St. (Kings Way to Buxton St.)

Attention: Bill Bivin
Public Works Director

Listed below is an estimated cost of the proposed project as computed by this office.

Preliminary Engineering:	$ 1,240
Construction Costs:	32,194
Construction Engineering:	6,440
TOTAL ESTIMATED COSTS:	$39,876

Would you please advise this office by letter if the City of Troutdale is willing to pursue and if so the survey will be processed for future construction.

E. J. Dunn

E. J. DUNN
5821 N.E. Glisan St.
Portland, OR 97213

pq

cc Max Klotz

Form 734-3128

8996 TSW0001 2

Form E-39 (Rev. 9-71)

REGON STATE HIGHWAY DIVISION ○ Planning File No. ______

AUTHORITY FOR SURVEY

Section Troutdale (SW 7th St)

Date 12/11, 1978

Highway City Street (Troutdale)

Authorization No. 1

County Multnomah

Survey Prefix 326-1464 (Assigned by Salem office)

Description of termini, route, length, etc.:

Routing is existing S.W. 7th St. between Kings Way and Buxton St. Total length is 830 lineal feet.

Proposed: To widen and resurface S.W. 7th Ave. within the above limits

Purpose of survey: State to perform field survey, prepare plans, specifications, estimate of cost and complete PS & E.

City of review completed plans.

Funding SCA
Category 3 NM

		Estimate of Cost
Field Survey	(901)	$ 2000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	700
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	200
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	500
Environmental	(923)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 3400
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

K. D. LIMBOCKER, METRO Design Engineer

Recommended for Approval:

M. J. Klotz, METRO Technical Services Engineer

SP*23604-734

Recommended for Approval:
Frank E Perpin
Location Engineer

Approved:

RECEIVED
6 1978
ACCTG. CONTROL

N M

8996

CON 21-10
Troutdale

December 4, 1978

City of Troutdale
City Hall
Troutdale, OR 97060

Attention: Jerri Widman
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6816

Gentlemen:

Attached for your records is a fully executed copy of an agreement for improvement of S.W. 7th Street (Kings Byway to Buxton Street) in Troutdale.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

8996

11-30-78

RESOLUTION No. 203

A RESOLUTION AUTHORIZING AND DIRECTING THE CITY RECORDER AND MAYOR TO EXECUTE AN AGREEMENT ON BEHALF OF THE CITY OF TROUTDALE BETWEEN THE STATE OF OREGON, OREGON TRANSPORTATION COMMISSION AND SAID CITY AND PROVIDING FOR THE IMPROVEMENT OF S.W. 7th STREET (Kings Byway to Buxton St.).

WHEREAS, The State of Oregon, acting by and through its Oregon Transportation Commission, has caused to be prepared and submitted to the City of Troutdale an agreement providing for the improvement of S.W. 7th St. (Kings Byway to Buxton St.) within said City; and

WHEREAS, said agreement has been read in full to the Common Council of the City of Troutdale and approved as submitted;

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF TROUTDALE that the Mayor and Recorder are hereby authorized and directed to execute said agreement on behalf of the City of Troutdale.

PASSED BY THE COMMON COUNCIL OF THE CITY OF TROUTDALE THIS

14th DAY OF NOVEMBER, 1978.

YEAS: 4

NAYS: 0

R. M. Sturges, Mayor

ATTEST:

Jerri L. Widner

Jerri L. Widner, City Reco

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LG ☑ FAE ☐ OPE ☐
NOV 22 1978
TAA File: PM FA LG CP

From Metro Jon Rose | Date 11/24/78

To [redacted]

[redacted] Traffic Region 1

Comments: The subject agreement has been signed by City officials, has the approval of the Metro Administrator and the 3 copies are returned for your further action.

Jon Rose

8996

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

November 2, 1978

Telephone 238-8231

CITY OF TROUTDALE
104 Kibling Street
Troutdale, OR 97060

Subject: S.W. 7th St. (Kings Way to Buxton St.)
Proposed Project

Attention: Bill Bivin
Public Works Director

As per our verbal discussion and on-site inspection I have made a revised cost estimate for the proposed grading and paving project located within the City of Troutdale.

Please note I have reduced the typical section from a 32 foot wide roadway to a 28 foot wide roadway width and eliminated the curbs.

The estimated cost of this revised project computes $45,755.59.

Copy of the revised estimate and all correspondence is attached for your information.

E. J. DUNN
Resident Engineer

pq

cc Max Klotz
Jon Rose
File

[illegible] Jimer "[illegible]

Form 734-3122

8976

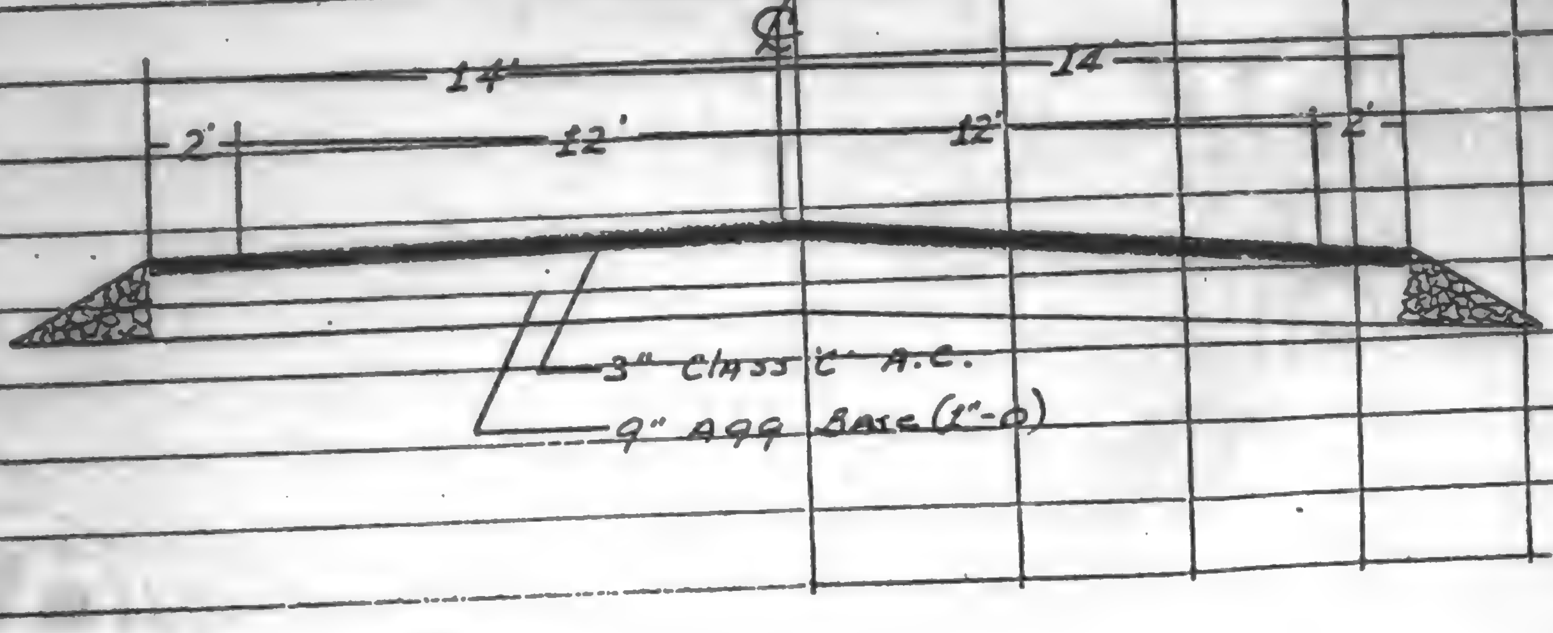
SUMMARY—BID SCHEDULE—COST ESTIMATE Date Nov. 4, 1970

ction S.W. 7th St. (Kings [illegible]ay To Buxton St.) County Multnomah

nd Of Work Grading & Paving Length 830' Name E.J. Dunn

ITEM	Code	Unit	Quant.	Unit Cost	Total
Mobilization 8%			All		# 2,640 00
Temp. Prot. & Direction of Traffic 3%			All		990 00
General Excavation		C.Y.	1,000	6 00	6,000 00
1-inch Aggregate Base (9" depth)		Sq. Yd.	3,145	3 85	12,108 25
Class 'C' Asphaltic Concrete (3" depth)		Sq. Yd.	2,840	5 25	14,910 00
Subtotal					36,485 2
Engr. & Cont. 20%					7937 6
Subtotal					44,422.9
City's Estimated					
Share of Survey 3%					1,332 69
Total Estimated Cost					# 45755 5

TYPICAL SECTION



8996

October 24, 1978

City of Troutdale
104 Kibling St.
Troutdale, Oregon 97060

Attn: Ed Murphy, Director
Community Development

Dear Mr. Murphy:

Your proposed project on S.W. 7th St. (Kings Byway to Buxton), was submitted and approved by the Transportation Commission for construction in 1979 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance Investigation, is roughly estimated to cost $66,900 with the State contributing $25,000.

Very truly yours,
ORIGINAL SIGNED BY
G. W. WIMER

Gerald W. Wimer
Local Government Manager

FFH:dms
CC Reg 1

8996

City of Troutdale
104 Kibling Street (503)665-5175
Troutdale, Oregon 97060

October 16, 1978

Gerald Wimer
Local Government Section
Manager
Dept. of Transportation
Transportation Building
Salem, Oregon 97310

RE: Special City Allotment Program

Dear Mr. Wimer:

The City of Troutdale is interested in pursuing the grant for S. W. 7th Street. We would appreciate it if you would forward this to the Transportation Commission at its meeting on October 24, 1978.

In the meantime we would like to check to see if we could possibly go with a lesser design for the street and possibly bring the total cost down to in the neighborhood of $40,000.

Yours truly,
CITY OF TROUTDALE

WBivin

Bill Bivin, Acting Director
Public Works

BB: cs

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
OCT 18 1978
File: PM FA
LG OP
TAA Hillebrandt

Please answer

8996

PROJECT MANAGEMENT OFFICE MEMO

Date 10-16-78

Subject SW 7th City of Troutdale File No.

Received (call) (~~visit~~) from Bill Bwen

Address

Made (call) (visit) to Phone 665-5175

Reason for contact and general discussion:

Notification of change in City personnel. Occurred last Thurs P.M. He now acts as PW Director. Wants to know if $66,900 total ($41,900 City costs) includes sidewalks. Hillebrandt says no sw but proposes curbs. Bwin wants to reduce say to 28' pav & 6' gravel (How about 24' & (2) 4' shldrs equaling Fred's proposed 32') Could cut $8,000 by elim curbs. Possible City contribution of $10,000 plus LID of 5-10,000. He will write

Signature S Nimer

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

N M Rp

Would reduce project by eliminating sidewalk and/or narrow. Letter to follow. Mr Murphy will handle LID

Signature S Nimer

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) (✓) Hillebrandt
Circulate: PME LGE OPE FAE CCE OM Other

PROJECT MANAGEMENT OFFICE MEMO

Date 10-12-78

Subject SCA Overrun File No.

Received (call) (~~visit~~) from Mr Terry Potthoff

Address City of Troutdale PWD

Made (call) (visit) to Phone 665-5175

Reason for contact and general discussion:

Wants to go ahead w/project. Proposes to secure match funds from LID & City (over and above City owning 1/3 frontage) Lacking add'l funds could reduce project by eliminating sidewalk and/or narrow. Letter to follow. Mr Murphy will handle LID

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) (1) Hildebrandt
Circulate: PME LGE OPE FAE CCE OM Other

PROJECT MANAGEMENT OFFICE MEMO

Date 10-12-78

Subject SCA Overrun File No.

Received (call) (~~visit~~) from Mr Terry Potthoff

Address City of Troutdale PWD

Made (call) (visit) to Phone 665-5175

Reason for contact and general discussion:

Wants to go ahead w/project. Proposes to secure match funds from LID & City (over and above City owning 1/3 frontage) Lacking added funds could reduce project by eliminating sidewalk and/or narrow. Letter to follow. Mr Murphy will handle LID

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) (✓)
Circulate: PME LGE OPE FAE CCE OM Other Hildebrandt

8996

October 5, 1978

City of Troutdale
104 Kibling Street
Troutdale, Or. 97060

ATTN: Ed Murphy, Director
Comunity Development

RE: SPECIAL CITY ALLOTMENT PROGRAM

Dear Mr. Murphy

Your project request for improvement on S.W. 7th Street Drive is now estimated to cost $66,900 with the City's cost being $41,900. If this estimated cost is within your financial means, please notify us by mail or phone no later than October 11, 1978. This program will be presented to the Transportation Commission at its meeting on October 24, 1978.

Very truly yours,

Gerald Wimer
Local Gov. Sect. Manager

8996

SPECIAL CITY ALLOTMENT FUND INVESTIGATION DATA

Prelim Pr. 10/4/78

City: TROUTDALE Date______ Div. 1
Population: 1973: 1680 1978: 2731
Street: SW 7th ST. (Kings Byway to Buxton st)

No. of Previous Projects 2
Last Project 1976 (Year)
Total SCA Funds $ 38,091
Funds/Capita $ 13.95
Average/Capita $ 24.51

EXISTING

Surface Now in Place: A. C. ____ Oil ✓ Gravel ✓ Concrete ____
Surface Width: 20 Ft. Shoulder-to-Shoulder Width: ____ Ft.
Curb-to-Curb Width: ____ Ft. Right-of-Way Width: 60 Ft.
Remarks:

PROPOSED

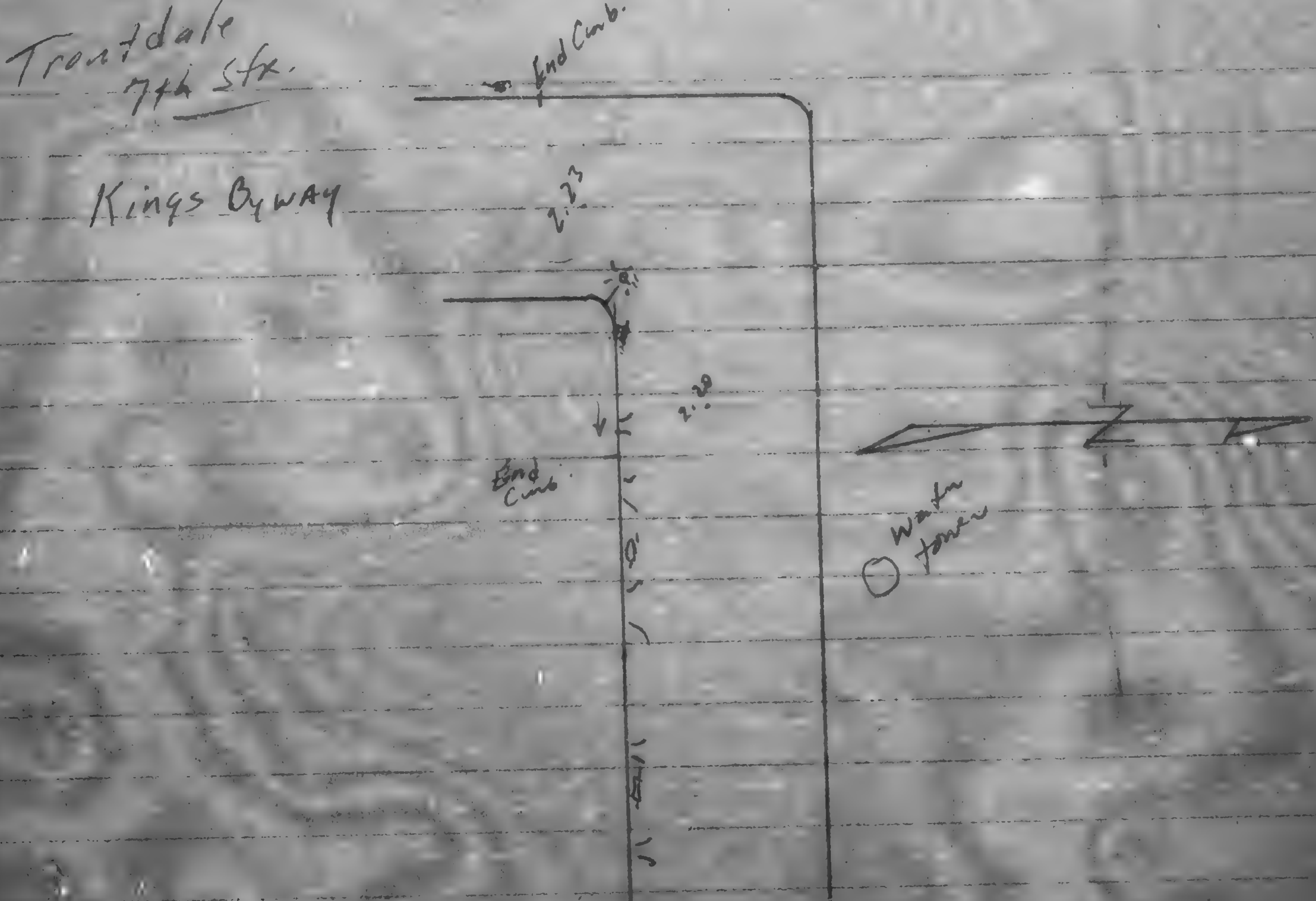
Surfacing: A. C. X Oil ____ Other ____
Pavement Width: ____ Ft. Shoulder Width: ____ Ft. C-C Width: 32 Ft.
BASE DESIGN: A. C.: 3 in. Leveling: ____ in. Base: 9 in.
Lime T.S.G.: ____ Blanket: ____ P.M.B.B.: ____ in.
Length: ____ Mile, 830 Ft. Type Curb: "C"
Remarks:

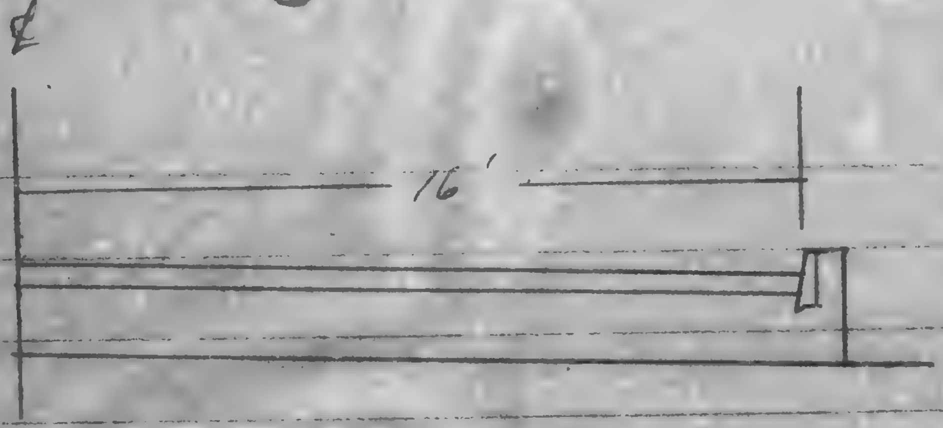
ESTIMATE

	Unit	Gross*	Price	Amount
MOBILIZATION	ALL	$ 8%	$	$ 3570 ^{35}
TEMP. PROT. & DIRECT TRAFFIC	ALL	3%		1340 ^{50}
GENERAL EXCAVATION	CU. YD.	1150	6^{00}	6900
1"-0 AGGR. BASE 9" DEEP	SQ. YD.	3450	3 85	13282 ^{50}
CEMENT TREATED SUBGRADE	CU. YD.			
CEMENT IN TREATMENT	TON			
CLASS "C" AC 3" DEEP	SQ. YD.	3245	5^{25}	17,036 ^{25}
CONCRETE INLETS	EACH			
CONCRETE CURBS	LIN. FT.	1660	4^{50}	7470
CONCRETE WALKS	SQ. YD.			
CONCRETE DRIVEWAYS	SQ. FT.			
___ INCH SEWER PIPE	LIN. FT.			
___ INCH CULVERT PIPE	LIN. FT.			
ADJUST MANHOLES	EACH			
			TOTAL	$ 49,600
Permanent Signing ($100 per Intersection)				
Flagging 240 hrs				$4,560^{00}$
			TOTAL	$ 54,160
Engineering and Contingencies (20%)				10,830
			TOTAL	$ 64,990
City's Estimated Share of Survey				$ 1,910
			TOTAL ESTIMATED COST	$ 66900

*Items include 10% allowance.

State -
Tom Potthoff.


Troutdale
7th Stx.
End Curb.
Kings Byway
2.23
2.20
End Curb.
Water tower
2.06
B
Buxton.



GRAding-

$\frac{34 \times 830 \times 1}{27} \times 1.10 =$ 1150 Cu yd.

Surfacing

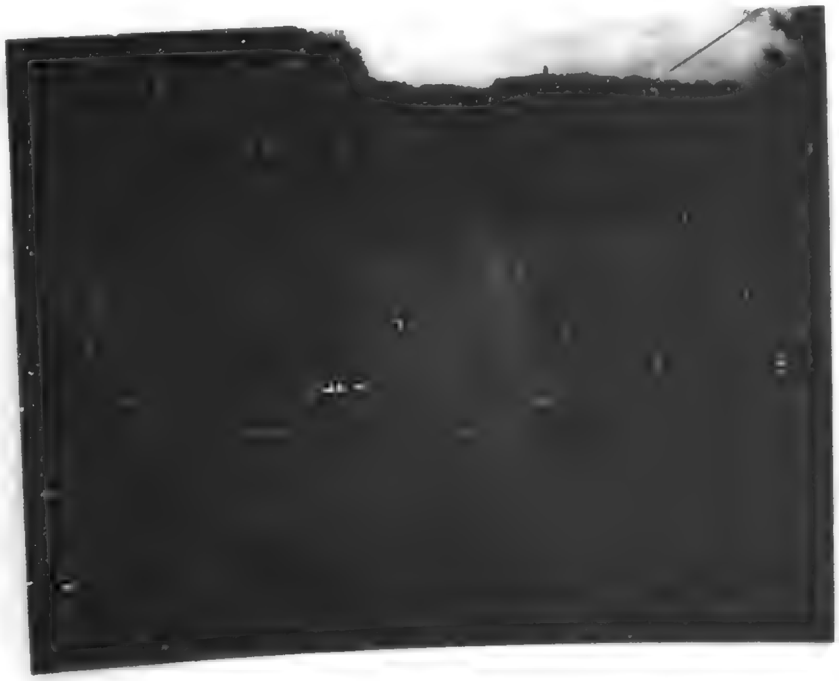
$\frac{34 \times 830}{9} \times 1.10 =$ 3450 Sq yd.

Paving

$\frac{32 \times 830}{9} \times 1.10 =$ 3245 Sq yd.

Curb. 1660 Lin ft.

Water Tower
looking
West



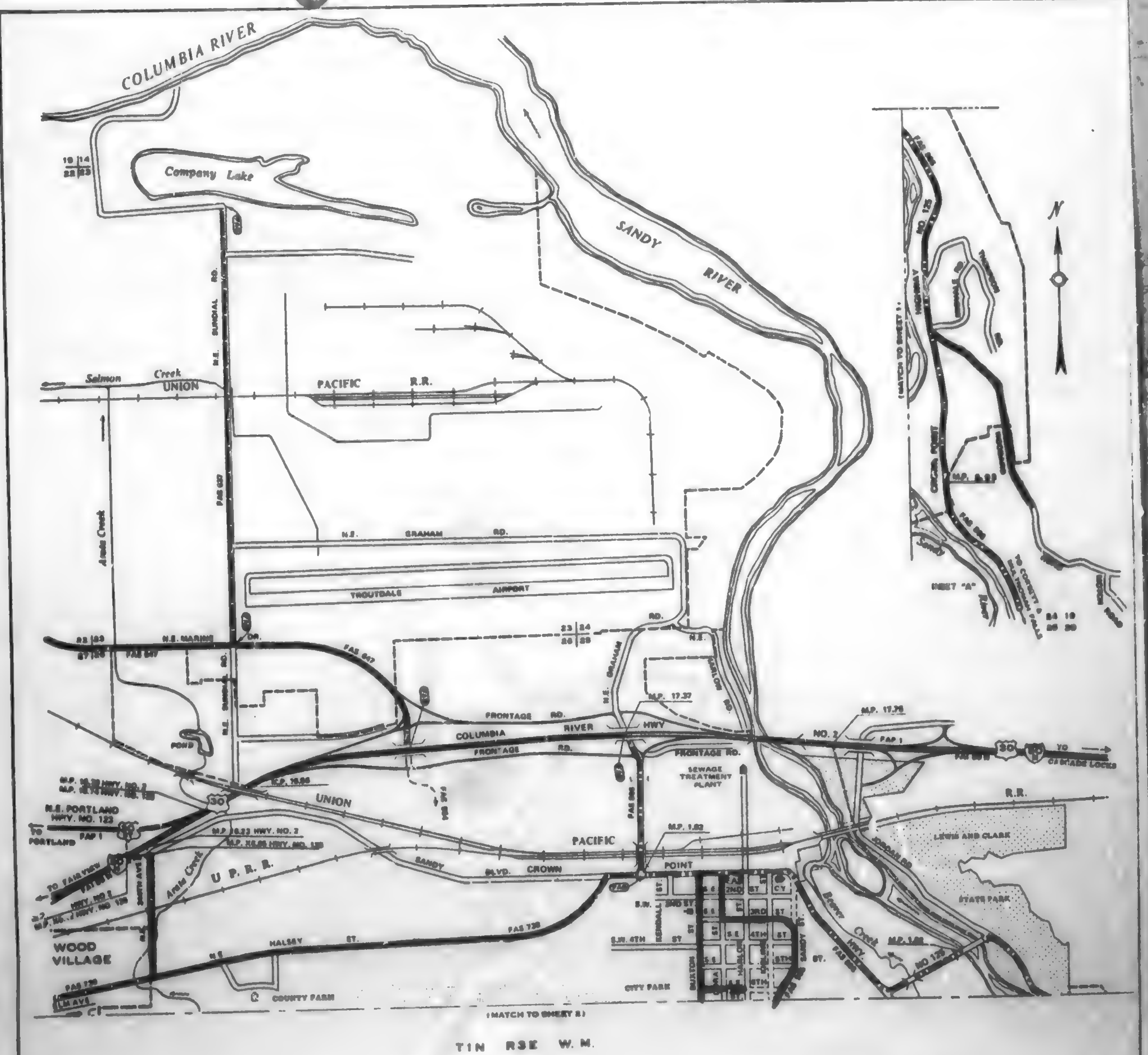
Water Tower
looking
East.

Water tower looking
West

Water Tower
looking
West

Water tower looking
East.

Water Tower
looking
East.


COLUMBIA RIVER
Company Lake
SANDY RIVER
Salmon Creek
UNION PACIFIC R.R.
N.E. GRAHAM RD.
TROUTDALE AIRPORT
N.E. MARINE DR.
FAS 617
FRONTAGE RD.
COLUMBIA RIVER HWY
NO. 2
FAP 1
TO CASCADE LOCKS
M.P. 17.37
M.P. 17.76
SEWAGE TREATMENT PLANT
N.E. PORTLAND HWY. NO. 123
TO PORTLAND
TO FAIRVIEW
UNION
PACIFIC
U.P.R.R.
Arata Creek
SANDY BLVD.
CROWN POINT
N.E. HALSEY ST.
FAS 730
WOOD VILLAGE
COUNTY FARM
CITY PARK
LEWIS AND CLARK STATE PARK
R.R.
NO. 125
Beaver Creek
SHEET "A"
(MATCH TO SHEET 2)
N

T1N R3E W.M.

TROUTDALE

MULTNOMAH COUNTY, OREGON

[illegible]
OREGON STATE HIGHWAY DEPARTMENT
[illegible]
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,[illegible]
Scale in Feet

REVISED FEB. 1973

SHEET ARRANGEMENT
1
2

SHEET 1 OF 2 SHEETS

LEGEND

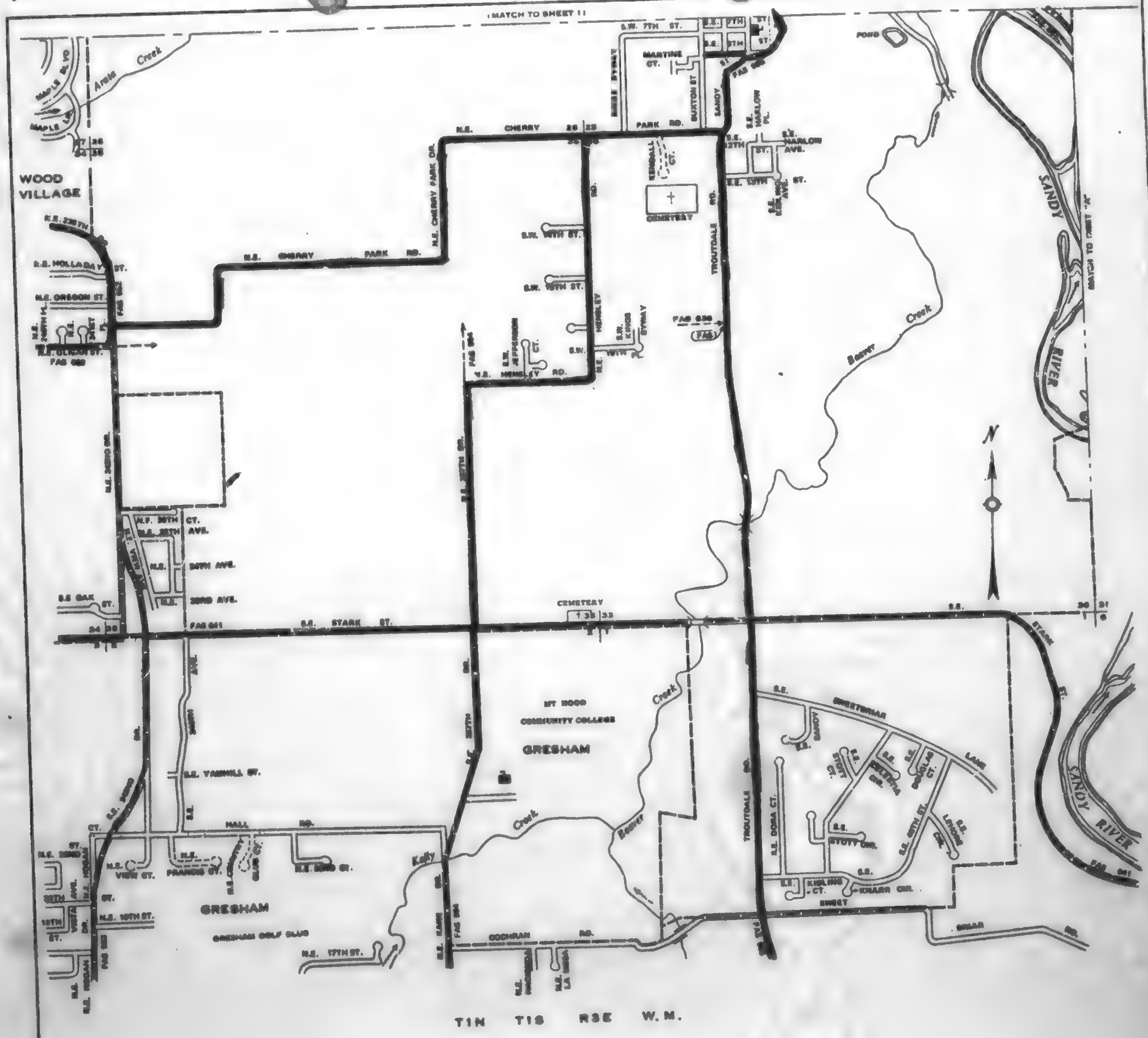
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS

PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

County Roads - 6-12-78
Previous Projects


MATCH TO SHEET 1
WOOD VILLAGE
Arata Creek
N.E. CHERRY PARK RD.
N.E. CHERRY
PARK RD.
S.E. HOLLADAY ST.
N.E. OREGON ST.
S.W. 7TH ST.
MARTINE CT.
BUXTON ST.
SANDY
S.E. HARLOW PL.
S.E. HARLOW AVE.
S.E. 13TH ST.
CEMETERY
TROUTDALE RD.
HENSLEY RD.
S.W. 16TH ST.
S.W. 19TH ST.
S.W. JEFFERSON CT.
FAS 636
Beaver Creek
POND
SANDY RIVER
MATCH TO SHEET "A"
N
S.E. OAK ST.
S.E. STARK ST.
FAS 641
CEMETERY
MT HOOD COMMUNITY COLLEGE
GRESHAM
S.E. YAMHILL ST.
HALL
RD.
Kelly Creek
Beaver Creek
S.E. STREBIN RD.
LAKE
TROUTDALE RD.
S.E. DORA CT.
STOTT CIR.
S.E. KIBLING CT.
KNARR CIR.
S.E. 10TH ST.
GRESHAM
GRESHAM GOLF CLUB
N.E. 17TH ST.
COCHRAN RD.
S.E. KANE DR.
FAS 641
T1N T1S R3E W.M.

TROUTDALE

MULYNOMAH COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,660

Scale in Feet

REVISED FEB. 1973

SHEET ARRANGEMENT

1
2

SHEET 2 OF 2 SHEETS

LEGEND

FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS

PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

8996 Memo to The files

City of Troutdale
September 6, 1978

F. Hildebrandt:
Cities Coordinator

I attempted to contact Bob Jean, Director of Public Works. He was not available and had designated Ed Murphy, who is ~~some kind of~~ director of intergovernmental affairs ~~with a long title on it~~ and we went out on the project and looked over Seventh Street. It does empty ~~out~~ a large housing area and according to Murphy ~~them~~ there is a 30% growth in Troutdale. He had a meeting so he took me back in and I talked to Terry Potthoff, who is the new director of Public Works. I explained the project to him. He asked several other questions about other programs such as City Signing, Crosswalks for Schools where the MMM, Scotchlike materials are ~~used;~~ furnished to the city. Also, about whether or not State materials lab could be used for city use by paying a fee. I told him he had probably better contact either Don Harwell or Jon Rose. When I answered all his questions we went over the sheet which I handed him and he decided that probably the~~i~~yr ~~best bet~~ would ~~be to~~ go State Administered. They do want 24 foot travel lanes on this street with 32 feet between curbs. They would prefer to Excavate ~~cut~~ everything ~~out~~ due to the fact the existing 10 foot ~~oil~~ surface is an oil job or a sealcoat. The roadway is narrow, badly broken up and in a pretty deteriorated condition. They have come in and widened on the side with gravel to make it ~~probably~~ two lane as it was only a single lane prior. The city's water tower is located approximately 3/4's of the way through the project, at appromately 7/10 1/1 ~~14/100~~ of a mile through the job there is some curb on the left hand side. The length ~~distance~~ of the curb ~~is up to the corner~~, is approximately 0.03 ~~3/100~~ of a mile. The corner at King's Byway and 7th is a very bad corner leaving only a oneway turn in it. ~~If two cars were to meet one would have to wait until the other one went by~~. He does want to widen this corner out into a normal city street corner. I would class this project as a number 1.

8996

CITY OF TROUTDALE
104 Kibling Street Troutdale, Oregon 97060
(503)665-5175

June 1, 1978

Gerald W. Wimer
Local Government Manager
Dept. of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Wimer:

Enclosed please find a grant application for a street in Troutdale, Oregon that we feel qualifies for the Special City Allotment Program.

The City applied for this project last year, but without success. The street is very deteriorated, and is of highest priority in terms of street improvements in Troutdale.

We are very anxious to receive a grant this year for this construction. We believe it worthy of your interest and funding.

Please let me know if you have any questions. And please stop by when you visit the site, so that we may discuss the project in more detail.

Yours truly,
CITY OF TROUTDALE

Ed Murphy

Ed Murphy, Director
Community Development

EM:cs

encl.

PROJECT MANAGEMENT
PME ☐
LGE ☒
CCE ☐
FAE ☐
OM ☐
OPE ☐
JUN 2 1978
TM Hillebrandt
File: PM FA
LG OP

8996

5-9-78

SPECIAL CITIES ALLOTMENT

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Troutdale is an incorporated city of the State of Oregon and has a population of 2991 as given by the latest official census; and

WHEREAS, the following streets of said city, S.W. 7th Street

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

4. That the City of Troutdale does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Bob Jean as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 9th day of May, 1978.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Troutdale at a regular or special meeting of said Council, held on the 9 day of May, 1978, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 31 day of May, 1978.

Jeri L Widner
City Recorder

8996

SPECIAL CITY ALLOTMENT APPLICATION

PROJECT DATA:

CITY OF Troutdale Date May 1, 1978

To be financed by Special City Allotment Fund and necessary city funds.

Street name S.W. 7th Street
(Locate project on attached map)

Project length 830 feet - (.16 mile)

DESIRED STREET SECTION:

Standard roadway; width of travel way: 11 feet
width of shoulders: 7 feet

Curbed section; width curb to curb: 32 feet

Has city established grade on street? Yes ____ No X
(If yes, please include copy of data)

Please indicate site for disposal of excess excavated material:

Disposal site will be a near-by solid waste land fill

X Can street be closed during construction? No

EXISTING STREET SECTION:

Surface now in place: Oil X Paving ____ Gravel X

Present surface width: 20 feet

Give width of intersecting streets: 40' and 20'

Are intersecting streets curbed? Yes X No X (one is and the other is not)

Remarks Existing street is a mix of oil mat and gravel;

CONCRETE CURBS:

To be constructed as part of project? Yes X No ____

Now in place? Yes ____ No X

Width between present curbs: ---- feet

Length of desired radius on curb returns: 25 feet

Does city desire special type of curbs? Yes ____ No X

Explain: ____

SIDEWALKS:

Are sidewalks to be constructed as part of project? Yes ____ No x

Width of sidewalks to be constructed: __________ feet

Give: Length to be constructed and On which side of street

______ feet N.____ S.______ E.______ W.____

______ feet N.____ S.______ E.______ W.____

Distance between present sidewalks: ________ feet

Is utility strip required? Yes ____ No ____; Width: ______ feet

Remarks Sidewalks will be installed on one side if financial resources permit.

STORM SEWERS

To be constructed as part of project? Yes _____ no X

Now in place? Yes _______ No X

If yes, are they adequate for increased flow? Yes ______ No ________

Indicate depth of main lines from present surface: ________ feet

(Show location of outfall on city map)

SANITARY SEWERS (City to adjust if required)

Now in place? Yes X No _____

If yes, indicate depth of sewers from present surface: 5 feet

Remarks ____

WATER MAINS: (City to adjust if required)

Now in place? Yes X No _____

If yes, how deep from present surface? 5 feet

Remarks This street is adjacent to a city reservoir, so there are several water mains underneath at a shallow depth.

DRIVEWAYS:

To be constructed as part of project? Yes _____ No __X__

How many? ____----____

Must driveways be Portland cement to comply with city code? Yes ____ No _____

Is there a city ordinance specifying width and number of driveways permitted?
Yes _____ No _____ (If yes, please include copy of ordinance)

Remarks ______________________________

____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment)

Gas lines? Yes __X__ No _____

Electric Poles? Yes __X__ No ____

Which company? Portland General Electric

Telephone poles? Yes __X__ No _____

Which company? General Telephone

Railroad tracks? Yes _____ No __X__

Which company? ______________________________

Is crossing presently protected by automatic railroad signals?

Yes ______ No ______

Remarks ______________________________

____

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: __60__ feet

Additional right-of-way required? Yes ____ No __X__

State to furnish right-of-way descriptions? Yes _____ No __X__

ERAL INFORMATION:

city finances available? Yes __X__ No ______

n available? Date FY 1978-79

city established grade on street? Yes ______ No __X__
yes, please include copy of data)

ase indicate site for disposal of excess excavated material: ____________

Excess material will be deposited in nearby solid waste land

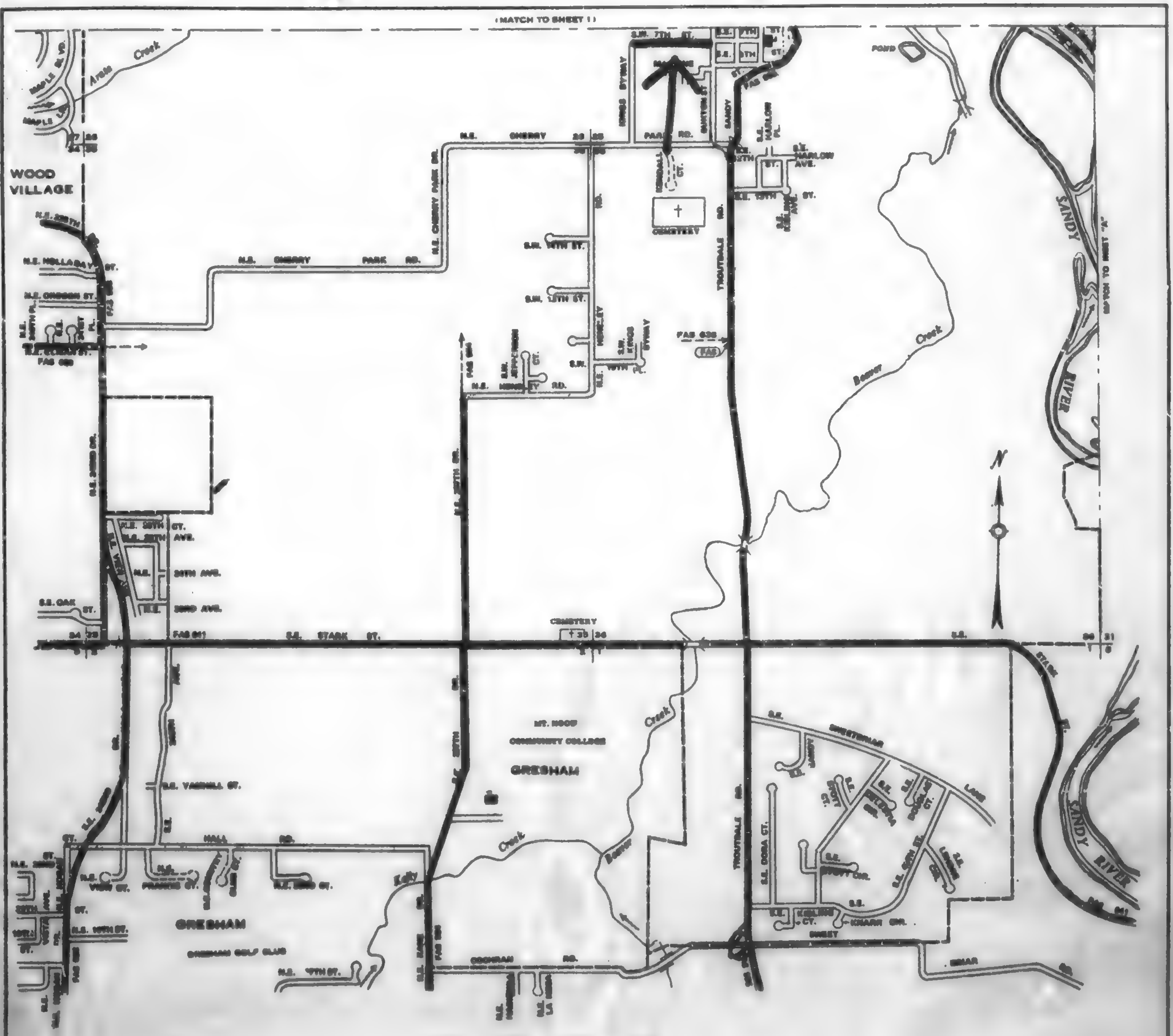
fill.

eral remarks: This project is the number one priority for all street
provements in the City. It is presently in a very deteriorated
ndition, and presents a traffic hazard and an inconvenience. The
ty will participate in the costs to the extent that they over-run
e amount request in this
plication.

By X
Mayor

By R.W.
City Recorder or City Manager

By David A Lee
City Engineer


(MATCH TO SHEET 1)
WOOD VILLAGE
Arata Creek
S.W. 7TH ST.
N.E. CHERRY PARK RD.
S.E. CHERRY PARK RD.
CEMETERY
TROUTDALE RD.
POND
MATCH TO SHEET "A"
SANDY RIVER
Beaver Creek
N
S.E. STARK ST.
MT. HOOD COMMUNITY COLLEGE
GRESHAM
Kelly Creek
HALL RD.
S.E. VASHILL ST.
GRESHAM GOLF CLUB
SANDY RIVER
STARK ST.
T1N T1S R3E W.M.

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

POST OFFICE	PUBLIC BLDG.
SCHOOL	CY CITY HALL
CITY CENTER	CT COURT HOUSE
R.R. DEPOT	A ARMORY
CITY LIMITS	L LIBRARY

TROUTDALE

MULTNOMAH COUNTY, OREGON

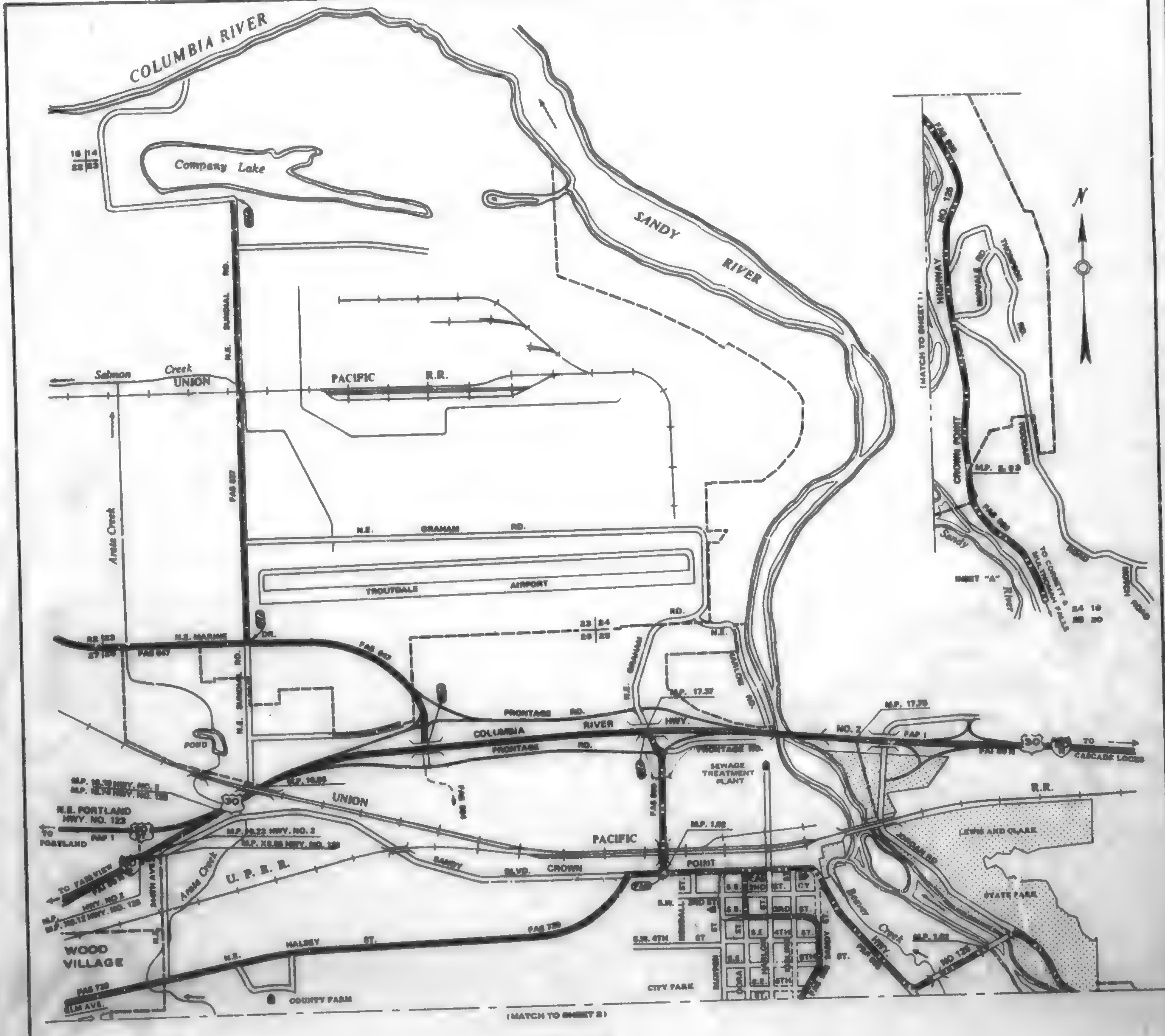
[illegible]
OREGON STATE HIGHWAY DEPARTMENT
[illegible]
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,090 3500
Scale in Feet

REVISED FEB. 1973

SHEET ARRANGEMENT
1
2

SHEET 2 OF 2 SHEETS


COLUMBIA RIVER
Company Lake
SANDY RIVER
Salmon Creek
UNION PACIFIC R.R.
Arata Creek
N.E. GRAHAM RD.
TROUTDALE AIRPORT
N.E. MARINE DR.
FAS 847
FRONTAGE RD.
COLUMBIA RIVER HWY.
NO. 2
FAP 1
M.P. 17.37
M.P. 17.75
TO CASCADE LOCKS
SEWAGE TREATMENT PLANT
POND
N.E. PORTLAND HWY. NO. 123
TO PORTLAND
TO FAIRVIEW
PACIFIC
SANDY BLVD. CROWN POINT
U.P.R.R.
M.P. 1.92
WOOD VILLAGE
N.E. HALSEY ST.
FAS 720
ELM AVE.
COUNTY FARM
CITY PARK
LEWIS AND CLARK STATE PARK
Beaver Creek
HWY. NO. 125
M.P. 1.62
(MATCH TO SHEET 2)
(MATCH TO SHEET 1)
HIGHWAY NO. 125
CROWN POINT
M.P. 5.53
Sandy River
INSET "A"
TO CORBETT & MULTNOMAH FALLS
N

T1N R3E W.M.

TROUTDALE

MULTNOMAH COUNTY, OREGON

[illegible]
OREGON STATE HIGHWAY DEPARTMENT
[illegible]
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population [illegible]
Scale in Feet

SHEET ARRANGEMENT
1
2

REVISED FEB. 1973

SHEET 1 OF 2 SHEETS

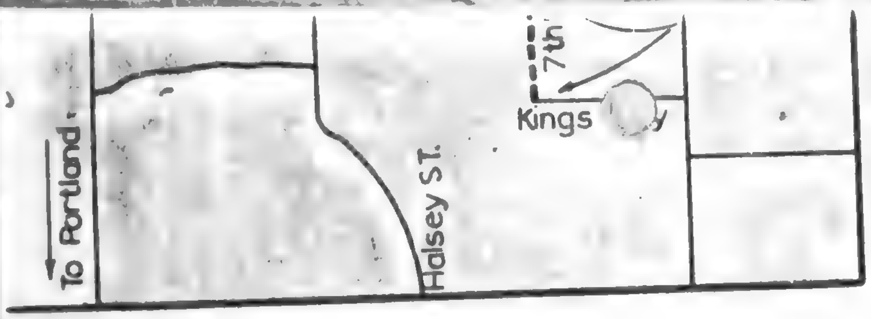
LEGEND

FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS

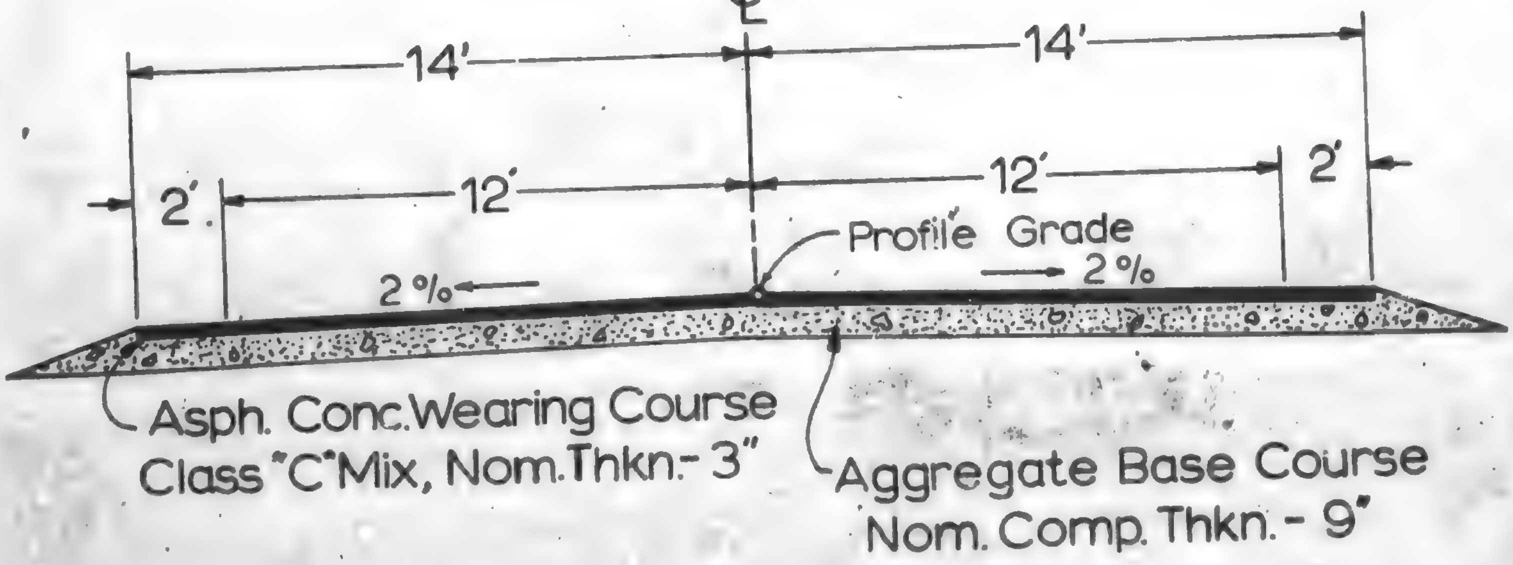
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY


To Portland
Halsey ST.
Kings
5
7

TYPICAL SECTION

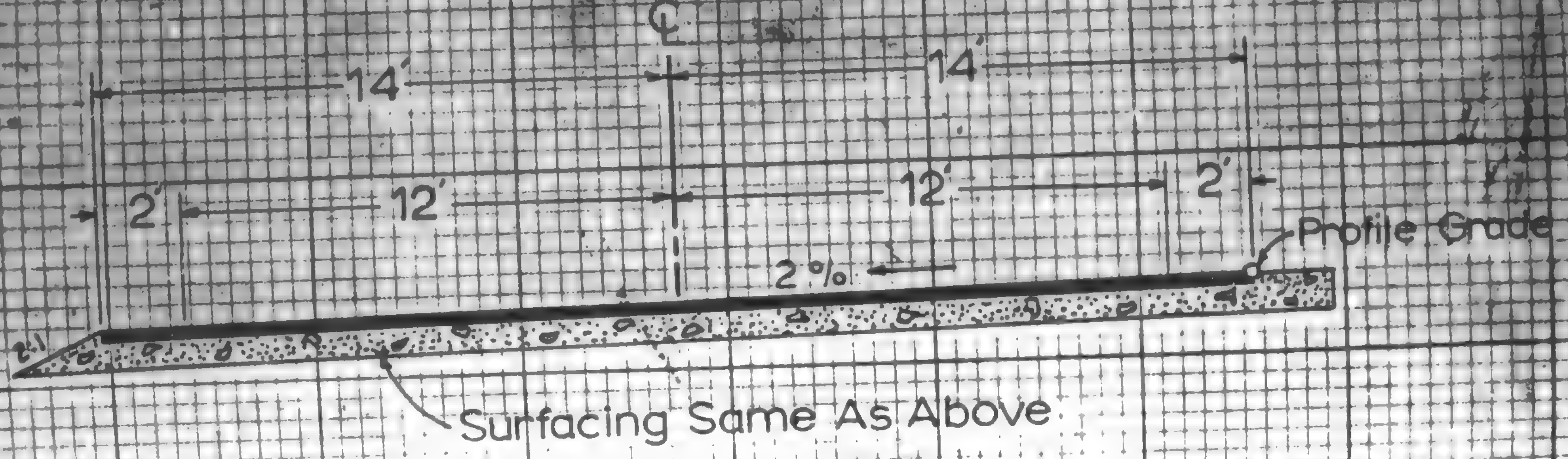
CLASS "F"

RELOCATE
SIGN & 5


℄
14'
14'
2'
12'
12'
2'
Profile Grade
2%
2%
Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn.- 3"
Aggregate Base Course
Nom. Comp. Thkn. - 9"

STA. 1+49 to 3+50

STA 3+50 to 4+50 Transition

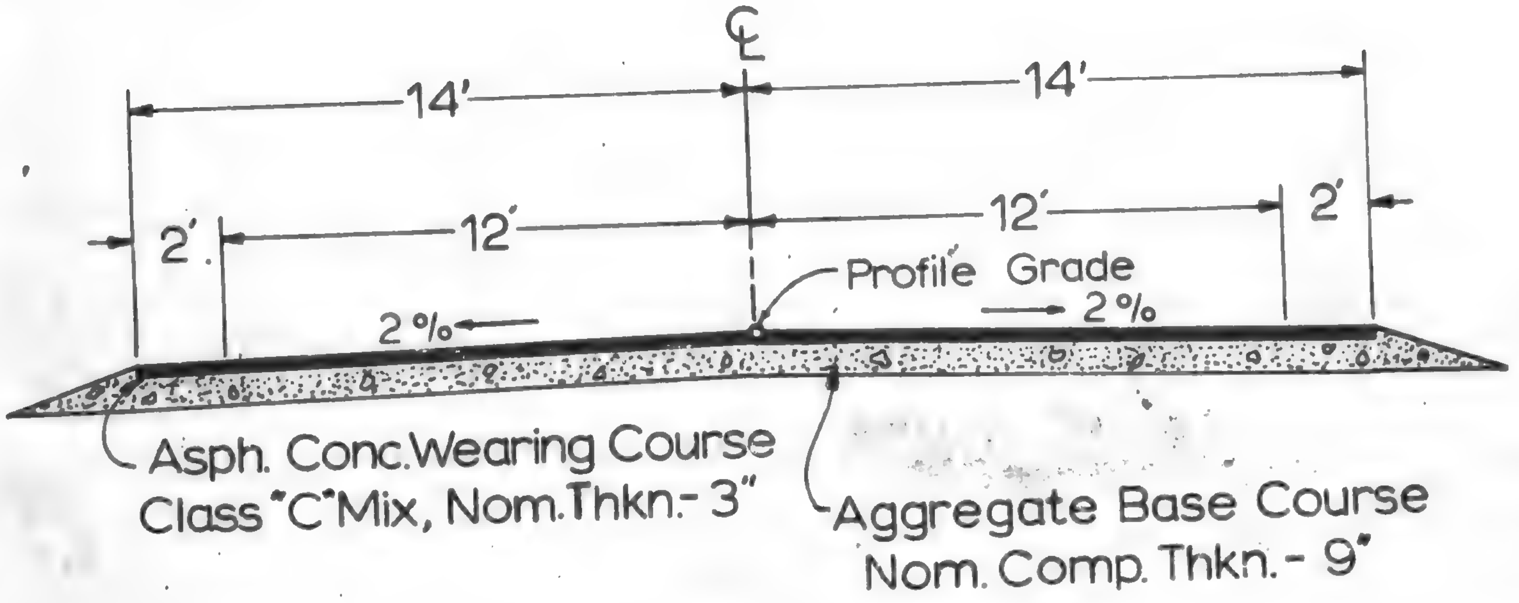

℄
14'
14'
2'
12'
12'
2'
Profile Grade
2%
2:1
Surfacing Same As Above

STA 4+50 to 9+89.50

3+50 4+00 4+50

CLASS F

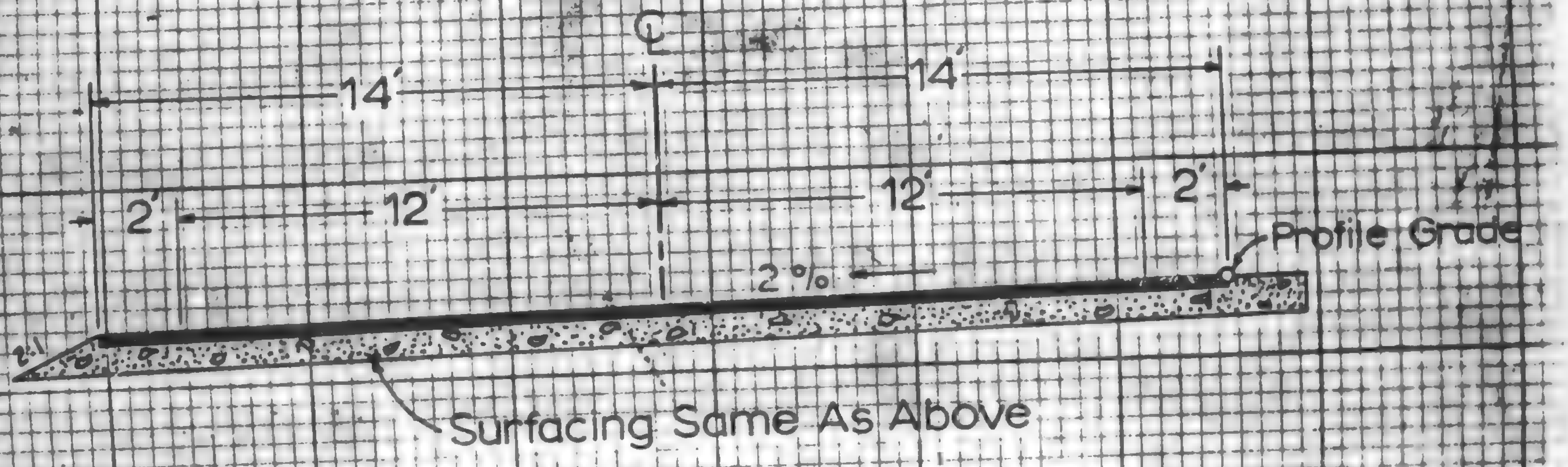
SIGN & 5



℄
14'
14'
2'
12'
12'
2'
Profile Grade
2%
2%
Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn.- 3"
Aggregate Base Course
Nom. Comp. Thkn.- 9"

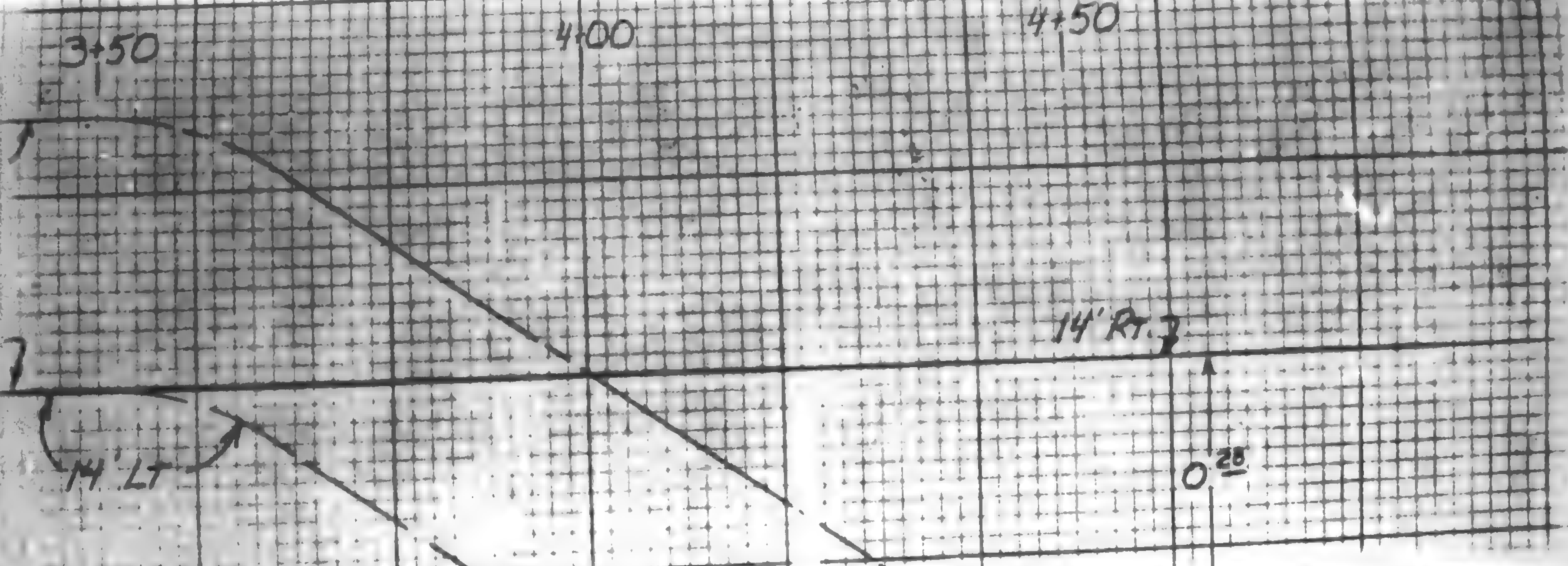
STA. 1+49 to 3+50

STA 3+50 to 4+50 Transition

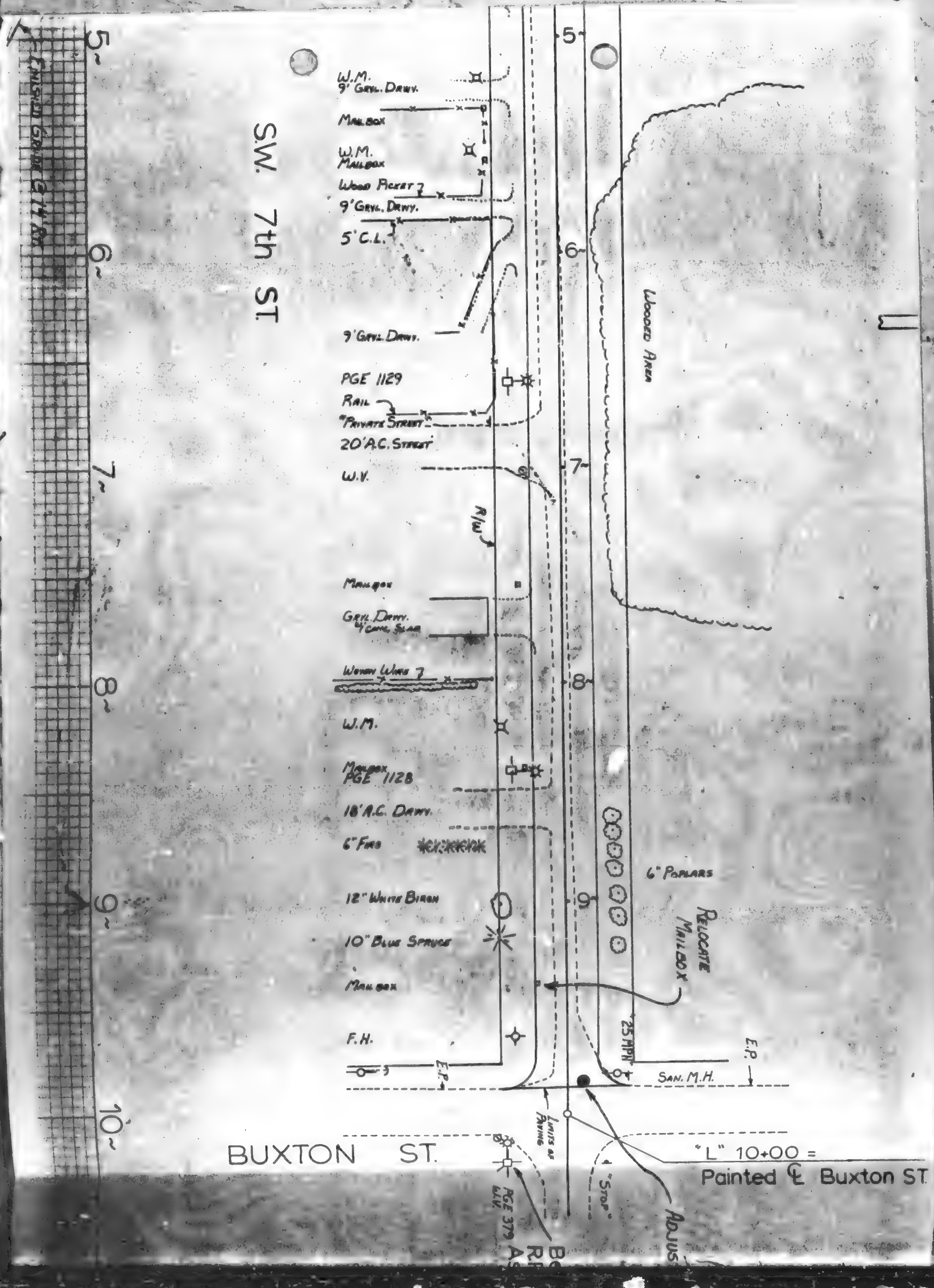


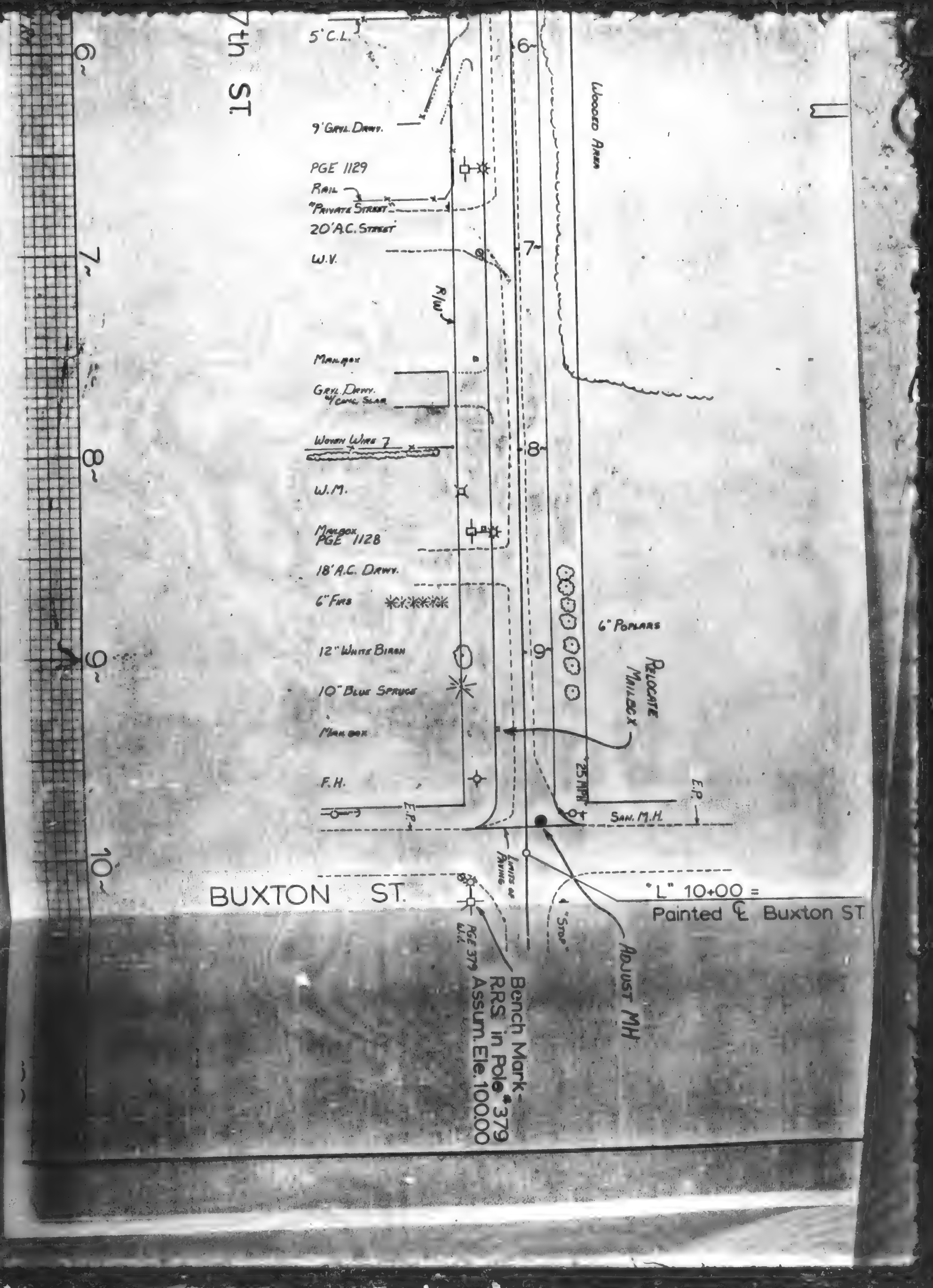
℄
14'
14'
2'
12'
12'
2'
Profile Grade
2%
2:1
Surfacing Same As Above

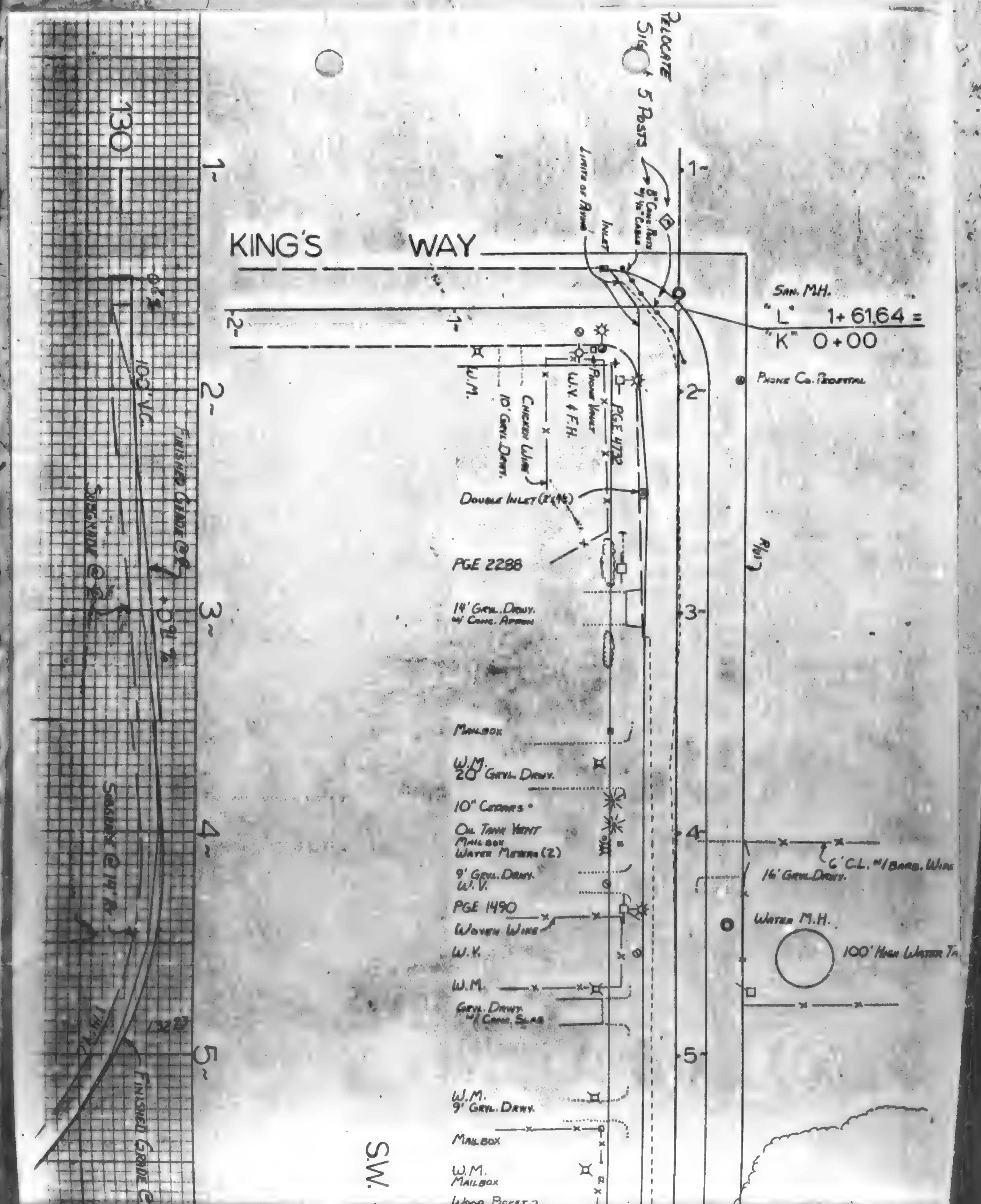
STA 4+50 to 9+89.50

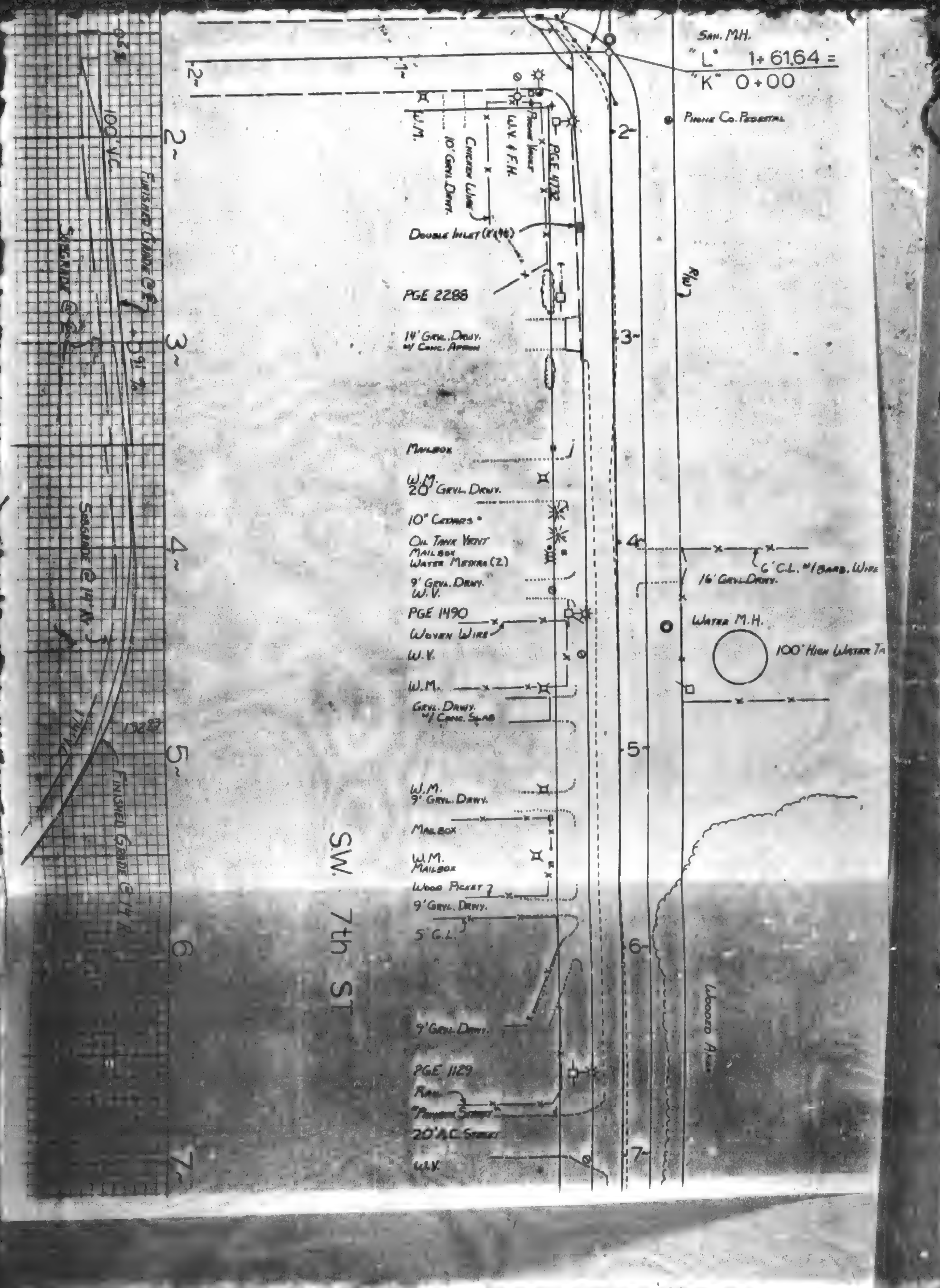


3+50
4+00
4+50
14' Rt.
14' Lt
0.28


S.W. 7th ST.
5
6
7
8
9
10
W.M.
9' Grvl. Drwy.
Mailbox
W.M.
Mailbox
Wood Picket 7
9' Grvl. Drwy.
5' C.L.
9' Grvl. Drwy.
PGE 1129
Rail
"Private Street"
20' A.C. Street
W.V.
R/W
Wooded Area
Mailbox
Grvl. Drwy.
4' Conc. Slab
Woven Wire 7
W.M.
Mailbox
PGE 1128
18' A.C. Drwy.
6" Firs
6" Poplars
12" White Birch
10" Blue Spruce
Relocate Mailbox
Mailbox
F.H.
"25 MPH"
E.P.
E.P.
San. M.H.
Limits of Paving
BUXTON ST.
"L" 10+00 =
Painted ℄ Buxton ST.
PGE 379
W.V.
"Stop"
Adjus
B
R
A


7th ST
6
7
8
9
10
5' C.L.
9' Grvl. Drwy.
PGE 1129
Rail
"Private Street"
20' A.C. Street
W.V.
R/W
Wooded Area
Mailbox
Grvl. Drwy. w/Conc. Slab
Woven Wire
W.M.
Mailbox
PGE 1128
18' A.C. Drwy.
6" Firs
6" Poplars
12" White Birch
10" Blue Spruce
Relocate Mailbox
Mailbox
F.H.
25 MPH
E.P.
San. M.H.
E.P.
Limits of Paving
BUXTON ST.
"L" 10+00 =
Painted ℄ Buxton ST.
"Stop"
PGE 379 W.I.
Bench Mark-
RRS in Pole #379
Assum. Ele. 100.00
Adjust MH


KING'S WAY
RELOCATE SIG. & 5 POSTS
8" Conc. Posts w/ ½" Cable
Limits of Paving
Inlet
San. M.H.
"L" 1+61.64 =
"K" 0+00
Phone Co. Pedestal
W.M.
10' Grvl. Drwy.
Chicken Wire
W.V. & F.H.
Phone Vault
PGE 4732
Double Inlet (2'×4½')
PGE 2288
14' Grvl. Drwy. w/ Conc. Apron
Mailbox
W.M.
20' Grvl. Drwy.
10" Cedars
Oil Tank Vent
Mailbox
Water Meters (2)
9' Grvl. Drwy.
W.V.
PGE 1490
Woven Wire
W.V.
W.M.
Grvl. Drwy. w/ Conc. Slab
W.M.
9' Grvl. Drwy.
Mailbox
W.M.
Mailbox
Wood Picket
9' Grvl. Drwy.
5' C.L.
6' C.L. w/ Barb. Wire
16' Grvl. Drwy.
R/W
Water M.H.
100' High Water Ta
S.W. 7th S
130
100' V.C.
Finished Grade @ ℄
Sidewalk @ 6'
Sidewalk @ 14' Rt.
132.27
1~
2~
3~
4~
5~
6~



San. M.H.
"L" 1+61.64 =
"K" 0+00
Phone Co. Pedestal
2~
1~
W.M.
Phone Vault
W.V. & F.H.
Chicken Wire
10' Grvl. Drwy.
PGE 1172
Double Inlet (2'x4')
PGE 2288
14' Grvl. Drwy. w/ Conc. Apron
R/W
3~
Mailbox
W.M.
20' Grvl. Drwy.
10" Cedars
Oil Tank Vent
Mailbox
Water Meters (2)
9' Grvl. Drwy.
W.V.
PGE 1490
Woven Wire
W.V.
W.M.
Grvl. Drwy. w/ Conc. Slab
4~
6' C.L. w/ Barb. Wire
16' Grvl. Drwy.
Water M.H.
100' High Water Ta
5~
W.M.
9' Grvl. Drwy.
Mailbox
W.M.
Mailbox
Wood Picket
9' Grvl. Drwy.
5' C.L.
SW. 7th ST
6~
9' Grvl. Drwy.
PGE 1129
Rail
"Private Street"
20' A.C. Street
W.V.
7~
Wooded Area
100' V.C.
Finished Grade @ ℄
Subgrade @ ℄
Subgrade @ 14' Rt.
Finished Grade @ 14' Rt.
192.83

1979 Dodge Rd.-Estacada Sec. 8997
Woodburn-Estacada Hwy.
(Pav.)

#8997

December 19, 1980

St. Paul Fire & Marine Insurance Co.
500 N.E. Multnomah, Suite [illegible]
Portland, OR 97232

CON 8
#8997

Gentlemen:

On December 5, 1980, we wrote to you concerning release of final payment on Contract No. 8997 awarded to North Santiam Sand & Gravel, Inc. and Western Mixing Co., Inc., JV, for paving on the Dodge Road-Estacada Section of the Woodburn-Estacada Highway in Clackamas County.

Final payment on this contract is $27,664.09 and the total contract amount is $543,998.74. No work was performed under force account.

Sincerely,

Robert V. Gormsen
CONSTRUCTION SERVICES

dme

cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Rollins Burdick Hunter of Oregon, Inc.
200 Market Building
Portland, OR 97201

North Santiam Sand & Gravel, Inc. and
Western Mixing Co., Inc., JV
P. O. Box -A-
Stayton, OR 97383

bc: C. T. Kassey
Walt Hart
E. L. Hardt

#8977 [illegible] [illegible]

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8987	Silver Lake-Summer Lake (M.P. 48.1 - M.P. 75.0) Lake County	November 12, 1980
A-1 Sandblasting & Steam Cleaning Co. No. 9152	Coast Fork Willamette River Br. Lane County	November 13, 1980
Elting, Inc. No. 8709	NE Marine Dr.-NE Failing St. Multnomah County	November 13, 1980
Interstate Slurry Seal, Inc. No. 9170	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	November 13, 1980
Hertz Electric, Inc. No. 8902	Pendleton/John Day Hwy. @ SW 30th St. (Pendleton) Umatilla County	November 13, 1980
Grant County Redi-Mix No. 9077	Spray Rock Production Wheeler & Grant Counties	November 18, 1980
R. A. Hatch Co. No. 9030	Doherty Slide-Nevada State Line Lake & Harney Counties	November 20, 1980
Humbert Asphalting No. 9092	Paul Smith Rd.-S. Main St. (Boardman) Morrow County	November 21, 1980
Rogers Construction, Inc. No. 9160	Boardman (N. Main St.) Morrow County	November 24, 1980
Hughes & Dodd Co. No. 8991	Buck Creek Road Lake County	November 24, 1980
Wildish Corvallis Construction Co. No. 8976	N. Albany, Santiam Hwy. & Lebanon Road Intchges. Linn County	November 26, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Erosion Control, Inc. No. 9109	Grayback Creek Section Josephine County	November 27, 1980
S. D. Spencer & Son No. 8472	S. Ashland Intchge.-Calif. State Line Jackson County	December 3, 1980
Western Mixing Co., Inc. & N. Santiam Sand & Gravel Co., Inc. J.V. No. 8997	Dodge Road-Estacada Clackamas County	December 4, 1980
Roy E. Ladd, Inc. No. 9019	Busway Rigid Frame (N. Banfield Intchge.) Multnomah County	December 4, 1980
Ray E. Wells, Inc. No. 8917	Kingwood St. (Florence) Lane County	December 4, 1980
Hertz Electric, Inc. No. 9121	Molalla Ave. @ Clairmont Way (Oregon City) Clackamas County	December 5, 1980
Bracelin-Yeager Excav. & Trucking No. 9136	Hemlock Ave.-8th Terrace (Coos Bay) Coos County	December 5, 1980
Douglas S. Coats, Inc. No. 9112	Willow Creek Bridge Morrow County	December 5, 1980
D & D Paving Co. No. 9097	Airport Rd. @ Salmon River Hwy. Yamhill County	December 5, 1980
Douglas S. Coats, Inc. No. 9165	Catherine Creek (Wilkinson Rd.) Br. Union County	December 5, 1980
Horton Bros., Inc. No. 9172	Rocky Point-M.P. 310.07 Curry County	December 5, 1980
Eugene Sand & Gravel, Inc. No. 9192	Coburg (Stuart Way) Lane County	December 8, 1980
Douglas S. Coats, Inc. No. 9094	Willow Creek (Glenn Rd.) Bridge Union County	December 9, 1980

December 10, 1980 D. B. Jackmond

For C. T. Keasey
Asst. State Highway Engineer

8997 1-7-80

NARRATIVE REPORT

REFERRED TO
Board
Coy WEG
Staudenmeyer
[illegible]
Eriksen
Watson
Hager
Dorn
Lau
Return Discuss (DO) File Copy Due
BY FINAL DESIGN ENGINEER
prepare Ltr acknowledgement
O.K. 8/13/80 W.E.G.

PROJECT: Dodge Road - Estacada

PREFIX: 103-1142 CONTRACT #: 8997 FEDERAL AID #: State

DATE OF CONTRACT: 31 July 1979

DATE OF COMPLETION TIME LIMIT: 220 Calendar Work Days

DATE WORK STARTED: 8 April 1980

DATE WORK COMPLETED: 19 June 1980

TIME OVERRUN: 3 Calendar Work Days

CONTRACTOR: N. Santiam Sand & Gravel and Western Mixing Co., Inc.

SUBCONTRACTORS: Bogart Construction Co., Guard Rail

Foress Sign Company, Temporary Signing

The project was for overlaying and upgrading the guard rail on the north 4.65 miles of the Estacada-Woodburn highway.

Traffic control was by cones and flagmen for the guard rail work and by pilot car for the paving, including approaches. No problems arose.

Paving aggregates were produced in a commercial operation in Estacada. Piles were not screened to State specifications. They could be combined to produce a mix design in specifications. Most of the mix produced was within design limits.

Paving was slowed by wet conditions but went well overall. The existing pavement was up to four feet wider than the typical section. These widths were matched as it was not thought desirable to narrow the road. This is only mentioned because there was no hydraulic extension on the machine which meant that the widening had to be preplanned.

This was one of the State funded projects for which an underrun was desired. The base lift was eliminated on the south 0.47 mile of the project. The result was a 4.3 underrun for the combined tonnage of item no. 11 "Class B A.C. mixture" and no. 12 "A.C. mixture in leveling".

1 Versteeg
Anderson
2 Christensen Don
Olson
Sullivan COPY
Terpin
Trout
Wakerlig

RECEIVED
AUG 0 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

The Contractor requested to be allowed to substitute used guard rail in his possession for a price reduction. This offer was accepted with price agreement no. 2.

As there was no bid item for a field laboratory on the project and one was needed, P.A. No.1 was negotiated to provide this.

W.E. Hoffman
Res. Engr.

STATEMENT OF OVERRUNS AND UNDERRUNS

Project:	Dodge Road - Estacada	Contract No.:	8997
Highway:	Woodburn - Estacada Highway	Prefix:	103-1142
County:	Clackamas	F.A. No.:	State

Item No.	Item	Unit	Original	Semi-Final	%(+or-)
	SUMMARY				
	Bid Items	$	529,580.40	484,744.00	-8.5
	Anticipated Items	$	29,500.00	-	
	Contingencies	$	25,158.62	-	
	Engineering	$	50,317.24	22,000.00	-56.3
	Liquidated Damages	$	-	-	
	Total	$	634,556.26	581,764.24	-8.3

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

Item No.	Item	Unit	Original	Semi-Final	%(+or-)
11	Class "B" A.C. Mixture	Ton	14,400.00	18,178.96	+26.2
12	Class "B" A.C. in Leveling/	Ton	5,000.00	378.57	-92.4
13	Asphalt Cement in Mix.	Ton	1,260.00	1,020.47	-19

Bid Item No. 11 was overrun due to the existing road way being wider than the typical section shown.

Bid Item No. 12 was underrun because it was not needed.

Bid Item No. 13 was underrun because the original amount authorized was not needed.

8997

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Dodge Road - Estacada
WEEK ENDING: 19 July 1980
SECTION PREFIX: 103-1142
HIGHWAY: Woodburn/Estacada
COUNTY: Clackamas
NAME OF JOB: Dodge Road - Estacada
KIND OF WORK: Paving
CONTRACTOR: N. Santiam Sand & Gravel and Western Mixing Co., Inc.
CONTRACT NUMBER: 8997
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 31 July 1979
DATE WORK STARTED: 8 April 1980
ESTIMATED COMPLETION DATE: 19 June 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 220 CWD
CALENDAR DAYS USED: 223
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 101
PROJECT AUTHORIZATION: $ 634,556.26
EXCLUSIVE OF ENGINEERING: $ 584,239.02
ENGINEERING AUTHORIZATION: $ 50,317.24
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 560,264.40
ENGINEERING COST TO DATE: $ 30,000.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT UNDERRUN: 4 %
PERCENT OF AUTHORIZATION: 60 %
DATE PROJECT WAS COMPLETED: 19 June 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	A.C. Leveling

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,750 Ton			5,000 Ton	14,400 Ton
TOTAL QUANTITIES CORRECTED TO DATE	1,645			378	18,179
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,645			378	18,179
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Cloudy	0		
TUESDAY	Clear	0		
WEDNESDAY	Fair	0		
THURSDAY	Fair	0		
FRIDAY	Fair	0		
SATURDAY		0		

RECEIVED
JUL 21 1980
CONSTRUCTION BRANCH
Kessey
Jackmond
Hopkins
Williams
Johnsen
Glass
Richards
Berg
Imbos
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

7/13 SUNDAY	No activity
7/14 MONDAY	No activity
7/15 TUESDAY	No activity
7/16 WEDNESDAY	No activity
7/17 THURSDAY	No activity
7/18 FRIDAY	No activity
7/19 SATURDAY	No activity

REMARKS

Office work on Semi-Final

SIGNED W.E. Hoffman Res. Engr. LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

STATE OF OREGON　　　　　　　　INTEROFFICE MEMO　　　　L.

8997

TO: MEMO TO FILE　　　　　　　　DATE: July 21, 1980

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: DODGE RD.-ESTACADA
Contract No. 8997

11-13
REFER TO Const. — How is this being resolved? HSC
By STATE HWY. ENGR.

On this date, July 18, 1980, Stan Benge, Scott Benge, Jim Lambo, Bill Hoffman, Wayne Schulte, and I met in my office to discuss the attached claim. No new information was presented, but we spent a considerable amount of time talking about the items in the claim and having the contractor explain some of the figures.

There seems to be a basis for the claim in that 5,000 tons of AC was set up for leveling, at $13 per ton, and we only used 297 tons in a separate leveling operation, with one days work, and in effect, used most of the rest of the leveling tonnage in the regular AC mix. There was 14,400 tons set up as the regular Class B mix, plus the 5,000 tons leveling, and we used slightly over 18,000 tons total. @ 12.00 /ton

The contractor's figures in the claim are not definable enough to determine exactly what his extra costs were, per ton, on the 297 tons placed, and he is going to rework his claim and resubmit it. Bill Hoffman and Wayne Schulte are going to compute what they estimate it should have cost the contractor to do the leveling, based on a reasonable days work, and compare that with what it actually cost the contractor. When these two computations are received, we will take another look at the claim.

REFERRED TO Bryant Jackmond — Can you respond to Scott. AR

RECEIVED
STATE HWY ENGR
NOV 25 '80
REFER TO
FOR

Info	Intres	R/D	D/R	Sign	Act	File

RECEIVED
OCT [illegible]
CONSTRUCTION BRANCH
Kessey
/ Jackmond
Hopkins
Williams
Johnson
Glenn

MC/gw
Attachment
cc: Bill Hoffman

RECEIVED
NOV 12 1980
CONSTRUCTION BRANCH
1 Kessey K
2 Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inlees
Widmer
Osbeuer
[redacted]

Western Mixing Co.
P O BOX 7335 · EUGENE, OREGON 97401 · (503) 342 4751

June 26, 1980

Oregon Department of Transportation
9421 S. E. Glenwood
Portland, OR 97266

Re: Dodge Road - Estacada, Contract No. 8997

Dear Sir,

I am in receipt of your letter dated June 23, 1980, denying my claim on bid item number 12.

I believe the controlling factor is section 104.02 Alteration of Plans or Character of Work.

Please forward my request for additional compensation to the Region Level for further consideration.

Your considered response will be appreciated.

Sincerely,

WESTERN MIXING CO.

Scott Benge
General Manager

SB/lr

[illegible] Transportation
STATE HIGHWAY DIVISION
[illegible]
[illegible] 97266
[illegible]

[illegible] Co.
[illegible]
[illegible] 97401

Re: [illegible] - Estacada, Contract No. [illegible]

Your [illegible] of 11 June 1980 has been recieved [illegible] on bid item no. 12 has been considered.

I consider the controlling factor to be section 403.37 of the Special Provisions which states "The leveling [illegible] the locations and to the extent designated by the [illegible]." Location and extent are the basis of the [illegible] presented. The claim is denied at this level.

[illegible] free, of course, to submit additional [illegible] consideration at the Region Level.

Original Signed 4/23/80
[illegible] Hoffman
Resident Engineer
[illegible]
cc: [illegible]

Western Mixing Co.
P. O. BOX 7335 · EUGENE, OREGON 97401 · (503) 342-4751

June 11, 1980

Oregon Department of Transportation
Highway Division
9421 S. W. Glenwood
Portland, OR 97266

Attn: Willard Hoffman

Re: Contract No. 8997

Dear Sir:

Pursuant to Section 104.02 giving the engineer the authority to change or alter the contract quantities. The contractor was verbally notified on 3/3/80 that bid item No. 12 would be reduced from 5,000 tons to a considerably lesser quantity. The contractor was also notified that the pre-leveling would still be placed over the entire length of the project.

Pursuant to Section 109.05, the contractors representative, Don Davis, notified the engineer the same day, that the contractor would have increased unit cost as a result of the directive.

Pursuant to Section 109.04 allowing the engineer to make a fair and equitable adjustment, the contractor submits the following information.

The bid price of $13.00/ton was based on the assumption that 5,000 tons of machine placed mix would be placed the length of the project. This quantity would allow production rates justifying the bid price.

In actuality the entire length of the project was covered with only 297.59 ton of pre-leveling mix. The contractor was required to reset traffic control numerous times, he was required to move his men and equipment to several different locations throughout the length of the project for small patches. The character of the work was materially changed.

Enclosed is an accounting of the work performed on a force account basis.

In addition to the force account information our supplier has requested additional compensation on the same basis. The suppliers position is that the plant was necessarily designated for the O.D.O.T. contract this particular day. The supplier indicated he was required to have a full compliment of men and equipment for the 297.59 ton over an 8 hour period. This differed substantially from the

June 11, 1980

Oregon Department of Transportation
Highway Division

(Cont'd)

projected production rate, based on the 5,000 ton of pre-leveling. The supplier is requesting an additional payment of $4.20/ton for bid item No.12.

To summarize, the contractor requests an additional $8.42/ton plus the suppliers requested $4.20/ton for a total of $12.62/ton for the 297.59 tons of mix represented in pay item No. 12.

Your considered response will be appreciated. = $3,755.58

Sincerely,

WESTERN MIXING CO.

Scott Benge

Scott Benge
General Manager

SB/lr

June 11, 1980

Calculation

Labor	1,448.93	
Equipment	2,104.10	
Total Cost	$3,553.03	
		3.56
Less Amount Earned	$1,047.51	(13.00/T - 9.48/T) (297.59 tons)
Net Added Cost	$2,505.51	
Net Added Cost Per Ton	$8.42/ton	

OREGON STATE HIGHWAY DIVISION
FORCE ACCOUNT INVOICE
EQUIPMENT RENTAL

FOR THE PERIOD ENDED 19

1. NAME AND ADDRESS OF CONTRACTOR [illegible]

3. DESCRIPTION OF WORK

2. DATE 5/1

4. CONTRACT N

5. EXTRA WORK

DESCRIPTION OF EQUIPMENT	SIZE OR CAPACITY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS
[illegible]	3/4 Tn						5																										5
1973 Ford	3/4 Tn						8																										8
[illegible]	1 Tn						6																										6
[illegible]	3½ Tn						6																										6
[illegible] Truck	12 [illegible]						6																										6
[illegible] Roller	5-8 [illegible]						6																										6
[illegible]							6½																										6½
[illegible] Truck	1500-2000 gal						4																										4
[illegible] Truck							5½																										5½
[illegible]							5																										5
[illegible]							5½																										5½
[illegible]							5																										5

7. CONTRACTOR'S [illegible] (ITEM 6 [illegible])

8. TOTAL AMOUNT (ITEM 6 + ITEM 7)

HIGHWAY DIVISION
[illegible]ENT INVOICE
[illegible]ENT RENTAL

19

1. NAME AND ADDRESS OF CONTRACTOR
[illegible]

2. DESCRIPTION OF WORK

3. DATE 5/6/53

PAGE 1 OF

4. CONTRACT NO. 8997

5. EXTRA WORK ORDER NO 1

	SIZE OR CAPACITY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT
	3/4 ton						5																										5	7.50	$ 37.50
	3/4 ton						8																										8	7.50	60.00
	1 ton						6																										6	8.85	53.10
[illegible]	3½ ton						6																										6	13.25	79.50
[illegible] Truck	12 [illegible]						6																										6	62.15	372.90
[illegible] Roller	5-8 ton						6																										6	7.45	44.70
							6½																										6½	39.45	256.4[illegible]
[illegible]	1500-2000 gal						4																										4	49.05	196.[illegible]
[illegible] Truck							5½																										5½	32.95	1[illegible]
							5																										5	32.95	1[illegible]
							5½																										5½	32.95	1[illegible]
							5																										5	30.95	153.[illegible]

$ 1[illegible]

CONTRACTOR [illegible] ITEM 6 [illegible] $ 3[illegible]

8 TOTAL AMOUNT (ITEM 6 + ITEM 7) $ 2184.[illegible]

OREGON STATE HIGHWAY DIVISION
FORCE ACCOUNT INVOICE
—LABOR— Paving

NAME AND ADDRESS OF CONTRACTOR	[illegible] Co
2 DESCRIPTION OF WORK	[illegible]
3 DATE	5/6/7[illegible]
4 CONTRACT NO	[illegible]
5 EXTRA WORK ORDER	

FOR THE PERIOD
ENDED

NAME OF EMPLOYEE		HOURS	RATE
(1) Dennis [illegible]		3	3.53
(2) [illegible]		[illegible]	[illegible]
(3) [illegible] Reed	[illegible]	3	[illegible]23
(4) [illegible] Latham	[illegible]	3	[illegible]
(5) [illegible]		1½	[illegible]
(6) [illegible]		3	[illegible]
(7) [illegible]	[illegible]	2	[illegible]
(8)		6	[illegible]
(9)			
(10)		6	[illegible]
(11)		2	[illegible]
(12)		[illegible]	[illegible]
		1½	[illegible]

6 TOTAL HOURS 59

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

8 F I C A —SOCIAL SECURITY			6.13 %
9 ACCIDENT INSURANCE—BASE RATE	15.70 %		
10 LESS REDUCTION RATE	3.14 %		[illegible].56 %
11 OREGON UNEMPLOYMENT COMPENSATION	4.00 %		
12 ADD FEDERAL UNEMPLOYMENT COMPENSATION	.70 %		4.70 %
13 TOTAL TAXES AND INSURANCE ON PAY ROLL			23.39 %

14 TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13)

	CRAFT	*FRINGE BENEFIT TOTAL	NO. OF HOURS
15	[illegible]	3.07	[illegible]
16	[illegible]	3.25	[illegible]
17			

18 TOTAL—ITEM 7 PLUS ITEMS 14 THROUGH 17

19. CONTRACTOR'S PERCENTAGE ALLOWANCE (20 % X ITEM 18)

20 TOTAL AMOUNT DUE (ITEM 18 + ITEM 19) FOR ALL LABOR EXCEPT FLAGMEN

FLAGMEN ONLY—ENTER
FOR ALL OTHER LABOR

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 16. TOTAL AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN ITEM 13.
* FRINGE BENEFITS INCLUDES HEALTH AND WELFARE, [illegible] ETC.

WAY DIVISION
T INVOICE
R— [illegible]

NAME AND ADDRESS OF CONTRACTOR	2 DESCRIPTION OF WORK	3 DATE	PAGE
[illegible]	[illegible]	[illegible]	1 of 1
		4 CONTRACT NO. [illegible]	
		5 EXTRA WORK ORDER NO. 1	

HOURS	RATE	AMOUNT	TOTAL
3	[illegible]	[illegible]	$ 173 34
[illegible]	[illegible]	[illegible]	
3	[illegible]	[illegible]	165 61
3	[illegible]	137 52	
½	[illegible]	[illegible]	131 61
8	[illegible]	102 72	
2	[illegible]	[illegible]	131.38
6	[illegible]	[illegible]	
6	[illegible]	[illegible]	[illegible]
2	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	
½	[illegible]	[illegible]	[illegible]

6 TOTAL HOURS 59 7 TOTAL LABOR $ [illegible]

TAXES AND INSURANCE ON PAYROLL

		6 13 %
ATE	[illegible] %	
	3 [illegible] %	[illegible] 56 %
NSATION	[illegible] %	
MPENSATION	[illegible] %	[illegible] 70 %
PAY ROLL		23 39 %

14 TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13) $ [illegible]

	CRAFT	*FRINGE BENEFIT TOTAL	NO. OF HOURS	AMOUNT
15	[illegible]	3 07	[illegible]	[illegible]
16	[illegible]	3 25	[illegible]	[illegible]
17				

$ [illegible]

18 TOTAL—ITEM 7 PLUS ITEMS 14 THROUGH 17 $ 1527 24

19. CONTRACTOR'S PERCENTAGE ALLOWANCE (20 % X ITEM 18) FLAGMEN ONLY—ENTER 60% FOR ALL OTHER LABOR—ENTER 20% $ 241 49

20 TOTAL AMOUNT DUE (ITEM 18 + ITEM 19) FOR ALL LABOR EXCEPT FLAGMEN $ 1448 73

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 19. TOTAL AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN ITEM 13.
* FRINGE BENEFITS [illegible] UDES HEALTH AND WELFARE [illegible] TRAINING [illegible] ETC

8717 Note: This is the complete Field Survey 161

Dodge Rd. Estacada

SECTION ~~[illegible]~~

HIGHWAY ~~[illegible]~~ #161

COUNTY CLACKAMAS

PREFIX 103-1412

④

Date: 4/10/79

QUANTITY SUMMARY & COST ESTIMATE

Item	Unit	Incl 10% Allow. Quantity	Unit Price	Amount
CLASS "C" AC	TON	20,400	23.00	469,200
TACK COAT	TON	15	45.00	675
ADJUST GUARD RAIL	LF	6,380	1.50	9,570
POST & BLOCKS	EA	510	33.00	16,830
SHOULDER AGGREGATE	CY	1118	10.00	11,180
ITEM TOTAL				507,455
ENGR & CONTINGENCIES 10%				50,746
GRAND TOTAL				558,201

MATERIAL SOURCE FOR AC - COMMERCIAL FROM PORTLAND - OREGON CITY AREA

To Design 5-2-79

1979 Haines Rd.-Mollalla R. 8998
Sec., Pacific Hwy.
(Pav.)

8998 L

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

11 - 10 - 8

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Wildish Corvallis Construction Co. No. 9011	Talbot Rd.-Santiam River (Jefferson) Marion County	October 9, 1980
Willamette-Western Corp. No. 8998	Haines Rd.-Molalla River (Canby) Clackamas County	October 13, 1980
Western Bridge, Inc. No. 9126	Ames Creek (Sweet Home) Linn County	October 15, 1980
Peter Kiewit Sons' Co. No. 8959	Lexington-Bombing Range Road & Lexington-Pieper Canyon Road Morrow County	October 17, 1980
Fabricators, Inc. No. 9157	Libby Drive-Tarheel Creek Coos County	October 17, 1980
Hensel Phelps Const. Co. No. 8795	UPRR 2nd St. O'Xing (LaGrande) Union County	October 23, 1980
Hamilton Electric, Inc. No. 8940	Halsey St. @ 223rd Ave. (Fairview) Multnomah County	October 23, 1980
Hamilton Electric, Inc. No. 8837	Pac. Hwy. W. @ McDonald St.(Tigard) Washington County	October 23, 1980
Traffic Marking Spec. No. 9156	Coquille & Myrtle Point Pavement Marking Coos County	October 24, 1980
Hoberg Const., Inc. No. 9128	N. Tigard Intchge.-SW Beef Bend Rd. (Tigard) Washington County	October 27, 1980
Bracelin-Yeager Excav. & Trucking No. 9137	Newmark Ave.-Ocean Blvd. (Coos Bay) Coos County	October 27, 1980
Gervais Const. Co. No. 8817	Silver Falls State Park Marion County	October 30, 1980
C.W. McCallen Const. Co. No. 9124	Ferguson Rd.-Tekampe Rd. Deschutes County	October 30, 1980
Baker Redi-Mix, Inc. No. 9139	UPRR X'ing-LaGrande/Baker Hwy. (Baker) Baker County	October 30, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats Const. No. 9071	UPRR/Burnt River (Huntington) Br. Baker County	October 30, 1980
Baker Redi-Mix, Inc. No. 9171	Forest Boundary-North Powder River Baker County	October 30, 1980

November 10, 1980

C. T. Keasey
Asst. State Highway Engineer

8998

14V-288
Leu

1E

~~Canby~~

Haines Rd.-Molalla R. (Canby) Fillmore
Narrative Report
Contract No. 8998

This contract was awarded July 31, 1979 to Willamette-Western Co., a division of Riedel International, Inc. The specified time was 250 Calendar Workdays starting Aug. 13, 1979.

A pre-construction meeting was held August 31, 1979. Items of discussion were the usual, utility work, traffic control requirements and work schedule. A work schedule was not presented at this time. The contractor tentatively planned to start project the spring of the following year.

The project was started April 2, 1980, prior to this a detailed work schedule was received. A leveling course was planned, but deleted because the condition of the roadway was good enough and didn't require extensive grade adjustment or patching, except for minor potholes.

The paving operation was slow starting due to several plant breakdowns the first two weeks. After these problems were solved, the paving operation smoothed out. During the course of the paving operation, we were instructed to change the depth of the overlay lift from 2" to 1½" to reduce quantities in an effort to cut contract costs. At the time we had received instructions to change depth we had more than 2/3 of the project overlaid and the bid item underrun about 4%. The contractor has given notice of possible claim because the overall quantity of A.C. was reduced significantly.

A trial application of Petromat membrane was tried at four locations. The locations were chosen because of their severe alligator cracking. The cracks were coated with a tack coat, filled with sand and rolled. After curing the areas cleaned and a tack coat applied, then the Petromat membrane was placed and the wrinkles smoothed out with brooms. An inch of A.C. was laid over membrane to contain it until paved over with machine.

There were drainage problems in the curbed area of Canby. The worst was at Station 477+75 on the left side in front of Highway Tire Company. An Extra Work Order was written to install a type "P" inlet over a sump. This alleviated problem. Most of the other areas with drainage problems were able to be corrected during paving. There is still some standing water in existing driveways and gutters, but without major drainage work, it would be outside the realm of this contract to correct completely.

REFERRED TO
Beard Staudenmeyer
Cole ✓ Mann NEM
Eriksen Watson
Hager Dorn Leu
Return Discuss [✓ O] File Copy Due
BY FINAL DESIGN ENGINEER
Prepare Ltr of acknowledgement

1 Versteeg ✓
Anderson Don
2 Christensen
Olson
AS Sullivan copy
Terpin
Trout
Wakerlig

RECEIVED
OCT 21 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

The plans call for no work area on either side of the railroad tracks and guardrail replacement. This work was to be done after the overlay work by the State maintenance. The reason for not including this area in the contract was the railroad insurance had not been obtained. Including this work would have produced a better job.

Three guardrail flare sections were planned, which included removing rail and posts and reinstalling with flared ends. If the installations would have been moved back towards oncoming traffic they would have provided more protection.

A State Force Order was written to adjust the grade on the north approach to the Molalla River bridge. This bump was in the existing grade and after feathering A.C. near end of bridge the bump was not taken out. At this time contractor had moved off the project and it was agreed the State maintenance would do the corrective work.

This project was completed within the time limit with 96% of the time used, and underrun by 28%.

Donald Bieker
By Donald Bieker
Assistant Resident Engineer

8198

October 16, 1980

The American Insurance Company
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 3
#8198

Gentlemen:

Contract No. 8198 awarded to Willamette-Western Corporation for paving on the Haines Road-Molalla River (Canby) Section of the Pacific Highway East in Clackamas County was completed on August 29, 1980, and accepted by the State Highway Division on October 13, 1980.

Final payment in the amount of $21,909.67 will be released to the contractor after October 21, 1980. The total contract amount is $441,934.34 including $10,236.12 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

hkr
cc: Sampson & Black of Oregon
[illegible] SW Fourth Avenue
Portland, OR 97201

Willamette-Western Corporation
[illegible] Bond Avenue
Portland, OR 97201

bc: C. T. Kessey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

8998

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Haines Rd.-Molalla R.

WEEK ENDING: August 29, 1980

SECTION PREFIX: 3-1141

HIGHWAY: Pacific East

COUNTY: Clackamas

NAME OF JOB:

KIND OF WORK: Paving

CONTRACTOR: Willamette-Western

CONTRACT NUMBER: 8998

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: July 31, 1979

DATE WORK STARTED: April 3, 1980

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: C SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 250

CALENDAR DAYS USED 239

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 96

PROJECT AUTHORIZATION: $674,687.13

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $621,187.71

ENGINEERING AUTHORIZATION: $53,499.42

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 72

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $460,221.17

ENGINEERING COST TO DATE: $25,000.00

DATE PROJECT WAS COMPLETED: July 7, 1980

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . . 26 %

PERCENT OF AUTHORIZATION . . . . 47 %

Semifinal Submission Date:
August 29, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					24,000 T
TOTAL ESTIMATED QUANTITIES (CONTRACT)	300 CY	600 T			15,593 T
TOTAL QUANTITIES CORRECTED TO DATE	430 CY	1078 T			15,593 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	430 CY	1078 T			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
SEP 2 1980
CONSTRUCTION
BRANCH

Keasey K
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity by Contractor this Week
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY 29	Semifinal estimate submitted to Region office.
SATURDAY	

REMARKS

This will be the last weekly report for this project unless otherwise requested.

SIGNED Charles Lobaugh LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8998

2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 1, 1979

Mr. Ken Ferguson, Director
Department of Public Works
City of Canby
PO Box "D"
Canby, OR 97013

Sanitary Sewer Manhole Adjustment
Haines Rd.-Molalla River Section
Pacific Highway East
Clackamas County

Dear Mr. Ferguson:

Reference is made to my letter of July 11, 1979 regarding the adjustment of eleven (11) sanitary sewer manholes owned by the City of Canby. At your request, the manholes are being adjusted as part of a bid item under the State's contract.

Bids were received by the Oregon Transportation Division on the above-titled highway project on July 26, 1979. The project was awarded to the low bidder, Willamette-Western Corporation, 3510 Bond Avenue, Portland, Oregon 97201. Willamette-Western's unit bid price for the adjustment of manholes is $220.00 each for a revised estimated cost to the City of Canby of $2,420.00.

Upon completion of the manhole adjustment, the City will be advised as to the actual number of manholes adjusted and billed the actual cost at contract unit bid price.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Engineer

JMC:mm

bc: H. S. Coulter ✓
Jim Kinns
Rich Evans
E. L. Hardt
H. M. Fillmore
Ted Inloes

RECEIVED
STATE HWY ENGR

AUG 2'79

REFER TO

FOR

Info	Inves	R/D	D/R	Sgn	Act	File
						✓

Form 81-734-3123 (Rev. 7-77)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

8997

RECEIVED
STATE HWY ENGR
JUL 17 '79
REFER TO
FOR
Info	Inves	R/D	O/R	Sign	Act	File
						✓

Reply Refer to
File No.

July 11, 1979

Mr. Ken Ferguson, Director
Department of Public Works
City of Canby
PO Box "D"
Canby, OR 97013

Sanitary Sewer Manhole Adjustment
Haines Rd.-Molalla River Section
Pacific Highway East
Clackamas County

Gentlemen:

Bids will be received by the Oregon Transportation Commission on the above-titled Highway project on July 26, 1979. Eleven (11) sanitary sewer manholes owned by the City of Canby will require adjustment to the new pavement grades of the project. The manholes are located on State Highway Right of Way, therefore, their adjustment is non-reimbursable under State Policies and Procedures.

In response to your request, the adjustment of the 11 manholes has been included as a part of a bid item under the State's proposed contract for the project. Our Engineer's estimate for the adjustment of manholes is $250 each, for a total estimated cost to the City of Canby of $2,750.

Upon award of the contract for the subject project, the City will be advised of the unit bid price for the adjustment of manholes. Upon completion of the manhole adjustment the City will be advised as to the actual number of manholes adjusted and billed the actual cost at contract bid price.

If the terms as set forth above for the adjustment of sanitary sewer manholes by the State's contractor for the City of Canby is acceptable to the City, Please execute two copies of this letter in the space provided below and return the two copies to this office.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Engineer

JMC:mm

bc: H. S. Coulter ✓
J. H. Versteeg (3)
Rich Evans
E. L. Hardt
H. M. Fillmore
Ted Inloes

APPROVED:
CITY OF CANBY
Date July 13, 1979
By Harold A. Wyman
By Ken Ferguson

RECEIVED
JUL 16 1979
RR & UTILITY UNIT

Form 734-3122

- ~ 8778

1-E

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Region 1 - Milwaukie

June 20, 1979

ORIGINAL SIGNED BY TED INLOES

FROM: TED INLOES
Region Utilities Liaison Engineer

SUBJECT: HAINES RD-MOLALLA R. (CANBY) SEC.
[redacted]

TO: MEMO TO FILE

I field inspected this project today, June 18, 1979. I contacted Ken Ferguson, P.W.D. for City of Canby. He gave me a sketch showing they had 11 sanitary manholes within the project. There are 27 manholes listed in the summary of the plans to adjust. The City asked that the State do the adjusting and they would reimburse the state the amount at the bid price with the option of adjusting their own manholes (11) if the bid price is too high. I contacted Cartwright, June 19, 1979, and requested he send the city a letter for signature with the above options.

I contacted Fred Egger with Canby Utility Board. They have water valves that will require adjusting. I told him to attend the pre-construction conference and discuss, with Contractor and Resident Engineer, the Method of marking the valve boxes for adjustment later, or have a grade to adjust to in fromt of paver.

I contacted Gilbert Stenger with Canby Telephone. They have no conflicts but he is going to determine if they have any future construction that would require them to disturb the surface of the roadway, and if so, attempt to get it done prior to our overlay.

Northwest Natural Gas will have valve boxes to adjust throughout the project.

I contacted Cartwright, June 19, 1979 and gave him this information.

TI:ld
cc: Jack Cartwright
Mort Fillmore
Fred Erickson (Design)

REFERRED TO

Beard Staudenmeyer
Cole Sample
1 Eriksen FE Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
2 Christensen
Olson
3 Sullivan Copy
Terpin
Trout
Wekerlig

RECEIVED
JUN 21 1979
ROAD DESIGN SECTION

Fred E.
Do Not File ☐
Return To
Bring
Action

Note: This is IE
the Complete
Field Survey
③

SECTION Haines Rd. No. Fair St. (Canby)

HIGHWAY [illegible] # 1E

3-1971 PREFIX

COUNTY Clackamas

QUANTITY SUMMARY & COST ESTIMATE

Date: 11/2/79

Item	Unit	Incl 10% Allow Quantity	Unit Price	Amount
CLASS "C" ASPHALT CONCRETE	TON	21,500	23.00	494,500
TACK COAT	TON	17	45.00	765
ADJUST GUARD RAIL	LF	1,280	1.50	1920
SHOULDER AGGREGATE	CY	880	10.00	8800
ITEM TOTAL				505,985
ENGR & CONTINGENCIES 10%				50,599
GRAND TOTAL				556,584

MATERIAL SOURCE FOR AC — COMMERCIAL FROM PORTLAND METRO AREA

To Design 5-2-79

1979 Youngs R. Falls Bridge 8999
Sec. of FAS A733. (Gr., pav.
& structures)

CxA 6180
9-8-77
5-17-78

8.999

P

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-10-81	CC 81-41		504-1032-297

BILL TO: Code:

Clatsop County Board of Commissioners
Courthouse
Astoria, Oregon 97103
Attn: Mr. John Dooley - County Roadmaster

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Youngs River Falls Bridge Section FAS-A733. This is an FAS-C Project No. RS-A733(2)			
County's Advance Deposit			$16,700.00
County Share of Project Costs			15,765.50
REFUND DUE COUNTY			$ 934.50
(Please send copy of Itemized Statement with billing)			

Advance Deposit Amount .... $ 16,700.00
Advance Deposit Previously Transferred to Highway Fund .... $ 12,700.00
Balance .... $ 4,000.00
Transfer to Highway Fund .... $ 3,065.50
Refund Due .... $ 934.50

Amount Due . . . . . $

Partial or final request for billing FINAL

Submitted by:
Harold Reynardson

Number of the previous request in connection with this service. CC 2019

Approved:
ORIGINAL SIGNED BY
D. E. SWAN
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 8-10-81

COUNTY CLATSOP **Contract No.** 8999 **Date Completed** 6-18-80

PROJECT # RS-A733(2) **Section** Youngs River Falls Bridge

PAYMENTS TO CONTRACTOR

	ITEM	TOTAL COST
Payment to Contractor	(Federal Participation)	$242,872.65
Engineering		22,742.74
		$265,615.39
Payment to Contractor	(Non Participation)	$ 54.26
Engineering		26.75
		$ 81.01
Federal Funds Collected		$234,219.65

County's Share of Project Costs:

1/2 ($265,615.39 - $234,219.65 + $26.75) + $54.26 = $15,765.50

County's Advance Deposit	$16,700.00
County's Share of Costs	15,765.50
REFUND DUE COUNTY	$ 934.50

Reference: **Billing Form** CC 81-41

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Youngs River Falls Bridge Section Youngs River Loop Road Clatsop County					
	Construction Structure, Bridge #11170A (Sta. 107+00 To Sta. 114+00) Structure Lenght 175')(Roadway work incidental to structures) Type Code X080 Final Contract Payment Summary	Lump	Sum		$242,872.65	
	Construction Engineering State	All	Required		22,742.74	
	Total Participating Cost				$265,615.39	
	Nonparticipating Cost Final Contract Payment Summary	Lump	Sum		$ 50.00	
	Interest on Final PAYMENT	All	Required		4.26	
	Total Nonparticipating Cost				$ 54.26	
	Total Project Cost				$265,669.65	
	Prepared based on Participating Costs as shown on Federal Billing as of 4/29/81.					
	~~PE 504 - 1033 - State~~ Const. 504 - 1032					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. RS-A729(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 7-3-79 To: 2-17-81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$266,069.65	$265,616.39	88.18%	$234,219.65	$234,219.65	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		W.E. Stoop, Controller 6-13-81

0.00

Form FHWA-1417A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

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                                                                                                JUNE 1981        PAGE  888
TOTAL TO DATE JOB COST SUMMARY
                                                                                                  FISCAL         GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT         PREFIX        FUNCTION     GR   CURRENT MONTH        YEAR TO DATE        TO DATE
                                     503    1995       911      00 N 1                                                8.04
                                     503    1995       914      00 P 1                                               10.80
                                     503    1995       915      00 P 1                               4.35CR          69.50
                                     503    1995       920      00 P 1                                               28.90
                                     503    1995       921      00 P 1                                              615.68
                                                       TOT         P1                            3,680.31CR      12,156.79
                                                       TOT         N1                                                11.14
                                                    ** JOB TOTALS **                 **          3,680.31CR**    12,167.93   **

                                                                                                                                STATE
                  0016490000U63081 CONT NO          FA PROJ NOS RS   733001 100
                                     504    1933       296      00 N 9                           1,025.00        32,984.83CR
                                     504    1933       297      00 N 9                           1,025.00CR
                                     504    1933       298      00 N 9                                           32,984.83
                                     504    1933       901      00 P 1                               8.29CR      11,481.61
                                     504    1933       901      00 N 1            .24CR               .24CR          34.82
                                     504    1933       902      00 P 1                                              305.88
                                     504    1933       905      00 P 1                                .03          2,648.76
                                     504    1933       906      00 P 1                                             5,985.99
                                     504    1933       907      00 P 1                                              909.98
                                     504    1933       909      00 P 1                                              702.48
                                     504    1933       910      00 P 1                                             2,923.47
                                     504    1933       911      00 P 1                                              112.61
                                     504    1933       913      00 P 1                                              661.63
                                     504    1933       914      00 P 1                                              277.34
                                     504    1933       918      00 P 1                                              816.45
                                     504    1933       920      00 P 1                                .09            68.48
                                     504    1933       921      00 P 1                                              977.92
                                     504    1933       922      00 P 1                                              112.74
                                     504    1933       923      00 P 1                                             5,588.78
                                     504    1933       926      00 P 1                                             2,842.43
                                     504    1933       950      00 P 1                                              303.33
                                     504    1933       980      00 P 1                                             1,723.98
                                                       TOT         P1                                8.17CR      38,443.86
                                                       TOT         N1                 .24CR           .24CR          34.82
                                                    ** JOB TOTALS **                  .24CR**        8.41CR**    38,478.68   **

                                                                                                                                STATE
      FERRY SLIP REPL(WESTPORT)      CONT NO 0030    FA PROJ NOS RS   737001 100
                                     504    1948       296      00 N 9          3,530.78CR       10,767.97CR     10,767.97CR
                                     504    1948       298      00 N 9          3,530.78         10,767.97       10,767.97
                                     504    1948       901      00 P 1            347.30          4,400.50        4,400.50
                                     504    1948       901      02 P 1                               70.91           70.91
                                     504    1948       905      00 P 1             73.93            563.96          563.96
                                     504    1948       906      00 P 1          1,142.17          5,631.39        5,631.39
                                     504    1948       918      00 P 1                                4.50            4.50
                                     504    1948       920      00 P 1                               14.94           14.94
                                     504    1948       926      00 P 1             54.84          1,741.72        1,741.72
                                     504    1948       927      00 P 1             27.85            165.44          165.44
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State Expense

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                                                                              JUNE 1981          PAGE  300
TOTAL TO DATE JOB COST SUMMARY                                                  FISCAL          GRAND TOTAL     ACTIVE YRS
                                                   FUNCTION  GR  CURRENT MONTH   YEAR TO DATE      TO DATE       BEG   END
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX
                                     503   1099    900     16 P 1                                    12.91        79    79
                                     503   1099    920     00 P 1                                    13.40        79    79
                                     503   1099    950     00 P 1                                 2,046.41        78    79
                                     503   1099    985     00 P 1                                   275.50        78    79
                                                   TOT        P1                  2,037.01CR       323,178.57
                                                   TOT        N1                  2,052.09           3,862.12
                                              ** JOB TOTALS **            **         15.08   **    332,040.69  **

                                                                                                              STATE
     0016490000063081 CONT NO 8999   FA PROJ NOS RS  733003 100
                                     504   1032    201     00 P 1                 4,550.40         242,872.65     79    80
                                     504   1032    201     00 N 1                                       50.00     80    80
                                     504   1032    204     00 P 1                 7,028.88CR                      80    80
                                     504   1032    204     00 N 1                 8,947.49                        79    80
                                     504   1032    206     00 N 1                     4.26               4.26     80    80
                                     504   1032    208     00 N 1                    16.40CR            16.40CR   80    80
                                     504   1032    296     00 N 9                   727.04         246,919.65CR   79    81
                                     504   1032    297     00 N 9                                   12,700.00     80    80
                                     504   1032    298     00 N 9                   727.04CR       234,219.65     79    81
                                     504   1032    900     00 P 1                   866.31          22,643.50     79    81
                                     504   1032    900     00 N 1       13.17        13.17              13.17     81    81
                                     504   1032    920     00 P 1                                       87.30     79    79
                                     504   1032    928     00 N 1                     8.64              16.40     80    80
                                     504   1032    945     00 P 1                    11.94              11.94     81    81
                                     504   1032    948     00 N 1                    13.58              13.58     81    81
                                                   TOT        P1        13.58     1,600.23CR       265,615.39
                                                   TOT        N1        26.75     8,970.74              81.01
                                              ** JOB TOTALS **          26.75 **  7,370.51   **    265,696.40  **

                                                                                                              STATE
ROCK CREEK BRIDGES (3)        CONT NO 9115   FA PROJ NOS RS  756001 100
                                     505   1093    201     00 P 1               579,469.48         579,469.48     80    81
                                     505   1093    201     00 N 1                   845.00             845.00     81    81
                                     505   1093    204     00 P 1                14,000.00CR        14,000.00CR   80    81
                                     505   1093    296     00 N 9               549,920.28CR       575,054.00CR   80    81
                                     505   1093    297     00 N 9                                   23,466.00     80    80
                                     505   1093    298     00 N 9               549,920.28         551,588.00     80    81
                                     505   1093    900     00 P 1                51,787.75          62,083.48     80    81
                                     505   1093    900     00 N 1    1,040.11        40.03              40.03     80    81
                                     505   1093    915     00 P 1         .07       319.44             319.44     81    81
                                     505   1093    920     00 P 1         .11        29.88             162.26     80    81
                                     505   1093    921     00 P 1                                        4.27     80    80
                                     505   1093    945     00 P 1      718.52       730.46             730.46     81    81
                                     505   1093    948     00 P 1                     6.26               6.26     81    81
                                     505   1093    960     00 N 1        3.10       110.59             110.59     80    81
                                                   TOT        P1     1,758.74   618,343.27         628,775.65
                                                   TOT        N1         3.17       995.62             995.62
                                              ** JOB TOTALS **       1,761.91 ** 619,338.89  **    629,771.27  **
```

Youngs R.

8999 P

Form 734-1191 (Rev. 3/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-12-81	CC 81-15		504-2513-297

BILL TO: Code:

Clatsop County Board of Commissioners
Courthouse
Astoria, Oregon 97103
Attn: Mr. John Dooley-County Road Master, P.O. Box 179

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: R/W for the Youngs River Fall Bridge, FAS-A733 Project No. RS-A733(2)			
County Advance Deposit			$1,325.00
County Share of R/W Costs			953.79
REFUND DUE COUNTY			$ 371.21
(Please send copy of itemized statement with billing)			

Advance Deposit Amount	$ 1,325.00
Advance Deposit Previously Transferred to Highway Fund	$ 1,025.00
Balance	$ 300.00
Transfer to Highway Fund	$ - - -
Refund Due	$ 371.21
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1953

Amount Due . . . . . $

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved: D. E. Swan
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 5-12-81

County CLATSOP **Contract No.** 8999 **Date Completed** June 18, 1980

FAS A733 **Section** Youngs River Falls Bridge

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
R/W Costs	$16,097.73
Less Federal Funds Collected	14,190.15
	$ 1,907.58
County Advance Deposit	$ 1,325.00
County Share is 1/2 of $1,907.58	953.79
REFUND DUE COUNTY	$ 371.21

Reference: Billing Form CC 81-15

Form 734-1065

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

Date May 11, 1981
Invoice No.
P.O. No.

Crew No. 006-00

Transfer from the State Highway Fund back to Advance Deposit. For the R/W, Young River Falls Bridge, FAS-A733, Project No. RS-A733(2)

$71.21

APPROVED BY
D. E. Swan
Operation Programming Engineer

Data 5/13/81

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. RS-A731(3)
PROGRAM APPROVED	VOUCHER PERIOD From: 11-26-76 To: 10-31-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$16,097.73	$16,097.73	88.15%	$14,190.15	$14,190.15	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		Oregon
PASSED FOR PAYMENT		1/08/81
FORWARDED BY FHWA DIVISION OFFICE	V.E. Sharp, Controller	

0.00

Form FHWA-1447A (4-76) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Young's River Falls Bridge Section Clatsop County					
	Type Code R.O.W.					
	Right of Way (Sta. 100+00 To 118+00)					
	Right of Way	All Required			$10,766.00	
	Total R.O.W. Costs				$10,766.00	
	Acquisition Expense					
	State	All Required			5,331.73	
	Total Participating Costs				$16,097.73	
	TOTAL COST				$16,097.73	
	Participating Costs are for Right-of-Way actually incorporated in the final project and all costs have been previously certified by the Right-of-Way Engineer.					
	Prepared based on participating costs as shown on Federal Billing as of 12/11/80.					
	AMOUNT CARRIED FORWARD					

GPO 944 893

```
                              [illegible] S **      1,806.31  **     [illegible]

YOUNGS RV FALLS BRDG     CONT NO     * FA PROJ NOS RS  733002 100                                                   STATE
                              504    2513      296      00 N 9                             395.68CR     14,190.15CR
                              504    2513      298      00 N 9                             395.68       14,190.15
                              504    2513      401      00 P 1                                           7,041.00
                              504    2513      404      00 P 1                                           3,525.00
                              504    2513      405      00 P 1                                             200.00
                              504    2513      407      00 P 1                                           2,0[illegible]5.77
                              504    2513      409      00 P 1                              19.88           35.39
                              504    2513      412      00 P 1                                             158.02
                              504    2513      413      00 P 1                                               4.[illegible]
                              504    2513      414      00 P 1                                           2,511.21
                              504    2513      415      00 P 1                              19.88CR         14.96
                              504    2513      920      00 P 1                              14.64           2[illegible].71
                              504    2513      930      00 P 1                                             482.81
                                                TOT      P1                                 14.64        16,097.73
                                          ** JOB TOTALS **                   **             14.64  **    16,097.73  **


TOTAL TO DATE JOB COST SUMMARY                                                      MARCH 1981       PAGE 1061
                                                                                       FISCAL        GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX     FUNCTION   GR  CURRENT MONTH      YEAR TO DATE       TO DATE

  OCHOCO CR OCHOCO RANGER ST RD CONT NO      * FA PROJ NOS RS  378001 100                                          STATE
                              507    2505      296      00 N 9                                          1,060.95CR
                              507    2505      298      00 N 9                                          1,060.95
                              507    2505      407      00 P 1                                            458.97
                              507    2505      409      00 P 1                                            100.00
                              507    2505      412      00 P 1                                             87.32
                              507    2505      414      00 P 1                                            262.17
                              507    2505      414      00 N 1                                             14.96
                              507    2505      415      00 P 1                                             19.83
                              507    2505      920      00 P 1                                             14.07
                              507    2505      920      00 N 1                             29.28           29.28
                              507    2505      930      00 P 1                                            294.61
                                                TOT      P1                                              1,236.97
                                                TOT      N1                                 29.28           44.24
                                          ** JOB TOTALS **                   **             29.28  **     1,281.21  **

  S BANK CHETCO R RD XING     CONT NO      FA PROJ NOS RS  301002 100                                               STATE
                              508    2505      407      00 P 1                           1,182.57        1,182.57
                              508    2505      412      00 P 1                              75.46           75.46
                              508    2505      414      00 P 1               54.81         648.10          648.10
                              508    2505      930      00 P 1            2,420.34       2,436.38        2,436.38
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                                            ** JOB TOTALS **       1,[illegible].31  **

YOUNGS RV FALLS BRDG        CONT NO      * FA PROJ NOS RS  733002 100                                                  STATE
                                 504    2513     296       00 N 9                          395.68CR       14,190.15CR
                                 504    2513     298       00 N 9                          395.68         14,190.15
                                 504    2513     401       00 P 1                                          7,091.00
                                 504    2513     404       00 P 1                                          3,525.00
                                 504    2513     405       00 P 1                                            200.00
                                 504    2513     407       00 P 1                                          2,095.77
                                 504    2513     409       00 P 1                           19.88              35.39
                                 504    2513     412       00 P 1                                            158.02
                                 504    2513     413       00 P 1                                              4.86
                                 504    2513     414       00 P 1                                          2,511.21
                                 504    2513     415       00 P 1                           19.88CR            14.96
                                 504    2513     920       00 P 1                           14.64              29.71
                                 504    2513     930       00 P 1                                            482.81
                                                 TOT       P1                               14.64          16,097.73
                                           ** JOB TOTALS **                    **           14.64    **    16,097.73  **


TOTAL TO DATE JOB COST SUMMARY                                                  MARCH 1981        PAGE 1061

                                                                                  FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO DATE     TO DATE

  OCHOCO CR OCHOCO RANGER ST RD CONT NO      * FA PROJ NOS RS  378001 100                                              STATE
                                 507    2505     296       00 N 9                                          1,060.95CR
                                 507    2505     298       00 N 9                                          1,060.95
                                 507    2505     407       00 P 1                                            458.97
                                 507    2505     409       00 P 1                                            100.00
                                 507    2505     412       00 P 1                                             87.32
                                 507    2505     414       00 P 1                                            262.17
                                 507    2505     414       00 N 1                                             14.96
                                 507    2505     415       00 P 1                                             19.83
                                 507    2505     920       00 P 1                                             14.07
                                 507    2505     920       00 N 1                       29.28                  29.28
                                 507    2505     930       00 P 1                                            294.61
                                                 TOT       P1                                              1,236.97
                                                 TOT       N1                           29.28                  44.24
                                           ** JOB TOTALS **                    **       29.28        **    1,281.21   **

  S BANK CHETCO R RD XING   CONT NO          FA PROJ NOS RS  301002 100                                                STATE
                                 508    2505     407       00 P 1                     1,182.57              1,182.57
                                 508    2505     412       00 P 1                        75.46                 75.46
                                 508    2505     414       00 P 1           54.81       648.10                648.10
                                 508    2505     930       00 P 1        2,420.34     2,436.38              2,436.38
```

#8999 2-22-81 L.

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: State (H S Coulter)

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 8999

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
RS-A733(3)	Clatsop	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

The following work on the Youngs River Falls Bridge Section of FAS Route A733 involved (1) construction of roadbed subgrade, aggregate base and asphalt concrete pavement, (2) construction of Bridge No. 11170A over Youngs River, and (3) performance of additional and incidental work as is called for by the specifications and plans.

The bridge has a roadway width of 27.5 feet and is 175 feet long. Work was completed June 12, 1980.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Siuslaw Construction Co., Inc.	$ 243,485.40

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)*

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
STATE HWY ENGR
[illegible] 2 '81
REFER TO Kelsey
FOR
Info
Inves
R/D
D/R
Sign
Act
File

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width ____ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
			X080	0.033

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
William H. Kappus, Area Engineer	July 10, 1980

12. IN COMPANY WITH
G. Wimer, C. Williams, J. Dooley, C. Anderson, and Contractor

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE W. H. Kappus W. H. Kappus		16. SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
14. TITLE Area Engineer	15. DATE 2-17-81	17. TITLE Field Operations Engineer	18. DATE 2-17-81

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

8999

files

9-2-8

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Willamette Western Corp. No. 9079	Hill Rd.-Vista Lane Clackamas County	August 13, 1980
Hertz Electric, Inc. No. 8995	E. Greenwood Ave. @ E. 8th St. (Bend) Deschutes County	August 13, 1980
Elting, Inc. No. 9054	Spring Creek Hill Klamath County	August 14, 1980
Ross Bros. Const. Inc. No. 8757	S. Fk. Coquille River (Gaylord) Bridge Coos County	August 14, 1980
Tice Elect. Co. No. 9053	SE 82nd Dr. @ Oatfield Rd. (Gladstone) Clackamas County	August 18, 1980
Marion Const. Co.,Inc. No. 9004	Silver Falls State Park Marion County	August 25, 1980
Mid Oregon Crushing Co., Inc. & Philip Dahl, J.V. No. 9016	The Dalles-Calif. Hwy. @ Lower Bridge Rd. Deschutes County	August 25, 1980
Siuslaw Const. Co.,Inc. No. 8999	Youngs River Falls Bridge Clatsop County	August 25, 1980
Johnson Rock Products, Inc. No. 9074	Teakwood Ave.-Myrtle Ave. (Coos Bay) Coos County	August 27, 1980

September 2, 1980

C. T. Keasey
Asst. State Highway Engineer

8999

L.

August 26, 1980

Fireman's Fund Insurance Co.
121 S. W. Salmon, Suite 900
Portland, OR 97204

CON 5
#8999

Attention: Fidelity and Surety Department

Gentlemen:

Contract No. 8999 awarded to Sinsley Construction Co., Inc., for work on the Youngs River Falls Bridge of the FAS A733 in Clatsop County was completed on July 30, 1980, and accepted by the State Highway Division on August 25, 1980.

Final payment in the amount of $2,122.73 will be released to the contractor after September 2, 1980. The total contract amount is $242,922.65 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

[illegible]

cc Sinsley Construction Co., Inc.
910 E. Burnside
Portland, OR 97214

C. T. Kenney
Walt Hart
V. E. Shoog Attn: Dick Hacek
C. O. Fredricksen

8999

L.

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: August 25, 1980

FROM: For C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

NOTED
H. S. COULTER

The contractor has completed all work according to specifications and I hereby accept the following contract as of August 25, 1980.

Contract 8999 On Site Work Substantially Completed June 12, 1980

All Work Completed July 30, 1980

Project Youngs River Falls Bridge

Highway FAS A733

County Clatsop

Type of Work Grading, Paving & Structure

Contractor Siuslaw Construction Co., Inc.

RDC:mk

cc: H. S. Coulter ✓
Walt Hart
R. D. Church

RECEIVED
STATE HWY ENGR
AUG 26 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8999

L

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Youngs River Falls Bridge

WEEK ENDING: June 21, 1980

SECTION PREFIX: 504-1032

HIGHWAY: FAS A 733

COUNTY: Clatsop

KIND OF WORK: Grading, Paving and Structure

NAME OF JOB: Youngs River Falls Bridge

CONTRACTOR: Siuslaw Construction Co., Inc.

CONTRACT NUMBER: 8999

FEDERAL AID PROJECT NUMBER: RS-A733(2)

DATE OF CONTRACT: August 7, 1979

DATE WORK STARTED: August 27, 1979

ESTIMATED COMPLETION DATE: June 14, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 2 SUPERVISION 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 300

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 300

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $277,604.43

EXCLUSIVE OF ENGINEERING: $255,591.74

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $255,591.74

ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %

ENGINEERING AUTHORIZATION: $22,012.69

ENGINEERING COST TO DATE: $21,047.00

PERCENT OF AUTHORIZATION: 96 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 97

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.13	0.13			0.13
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.13	0.13			0.13
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6,855 CY	655 CY			420 Ton
TOTAL QUANTITIES CORRECTED TO DATE		819 CY			410 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6,125 CY	819 CY			410 Ton
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO	1117A							
PERCENT	100							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	15	Cloudy			
MONDAY	16	Cloudy			
TUESDAY	17	Mostly cloudy			
WEDNESDAY	18	Mostly sunny			
THURSDAY	19	Mostly sunny			
FRIDAY	20	Cloudy			
SATURDAY	21				

RECEIVED
JUN 23 1980
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 15	No activity
MONDAY 16	No activity.
TUESDAY 17	Crew seeded and mulched area.
WEDNESDAY 18	No activity.
THURSDAY 19	No activity.
FRIDAY 20	No activity.
SATURDAY 21	No activity.

REMARKS

This week, the contractor seeded and mulched the project which esentially completes the field work for this job.

This is the last weekly report for this project.

SIGNED Chet Anderson LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8999

Clatsop

June 3, 1980

General Services Administration
Real Property Division
Federal Property Resources Service
GSA Center
Auburn, WA 98002

Re: D-Ore-646

Your notice has been received concerning government surplus property described as a portion of the Corps of Engineers' Astoria Field Office, [redacted] Oregon.

The Department of Transportation has no interest in this property.

Thank you for the opportunity to review this matter.

A D Olson

Adrian D. Olson
Preliminary Design Engineer

ADO:cj

RECEIVED
JUN 3 1980
ROAD DESIGN SECTION

___ Versteeg ___
___ Anderson ___
___ Christensen ___
___ Olson ___
___ Sullivan ___
___ Terpin ___
___ Trout ___
___ Wakerlig ___

☐ Do Not File
Return To ___
Bring Up ___/___/___
Action ___

General Services Administration, Region 10
GSA Center
Auburn, WA 98002

RE: D-Ore-646

MAY 12 1980

NOTICE OF AVAILABILITY OF SURPLUS GOVERNMENT PROPERTY

Approximately 104.84 acres of unimproved land
Clatsop County, Oregon
D-Ore-646

Notice is hereby given that a portion of the Corps of Engineers' Astoria Field Office, Clatsop County, Oregon, has been determined to be surplus Government property. The property consists of approximately 104.84 acres of unimproved land lying north of U.S. Highway No. 30 and approximately 1-1/2 miles east of the city limits of Astoria, Oregon. It is anticipated the property will be conveyed subject to restrictions relating to flood plain and wetlands.

The surplus property is available for disposal pursuant to the provisions of the Federal Property and Administrative Services Act of 1949 (40 U.S.C. 471 et seq.) and applicable regulations. The applicable regulations provide that public agencies (nonfederal) shall be allowed a reasonable period of time to submit a formal application for surplus real property in which they may be interested. Disposal of this property, or portions thereof, may be made to public agencies for the public uses stated below whenever the Government has determined that the property is available for such uses and that disposal thereof is authorized by the statutes cited and applicable regulations.

Statute	Type of Use
40 U.S.C. 484(k)(2)	Public park, recreational area
40 U.S.C. 484(k)(1)(A)	Schools, classrooms, or other educational purposes
40 U.S.C. 484(e)(3)(H)	Negotiated sales to public bodies
16 U.S.C. 667b-d	Wildlife conservation purposes

If any public agency desires to perfect a comprehensive and coordinated plan of use and procurement for this property, notice thereof in writing must be filed with the General Services Administration, Real Property Division, Federal Property Resources Service, GSA Center, Auburn, Washington 98002, within twenty (20) days from date hereof. Such notice shall:

1. Disclose the contemplated use of the property;
2. Contain a citation of the applicable statute or statutes under which the public agency desires to procure the property;
3. Disclose the nature of the interest, if an interest less than fee to the property is contemplated;
4. State the length of time required to perfect and submit a comprehensive and coordinated plan of use and procurement for the property (where a payment to the Government is required under the statute, include a statement as to whether funds are available and, if not, the period required to obtain funds); and,
5. Give the reason for the time required to perfect and submit a plan.

Any planning for park or recreational use of property sought to be acquired subject to a public benefit allowance must be coordinated with the Heritage Conservation and Recreation Service, 915 Second Avenue, Seattle, Washington 98174. An application form to acquire property for park or recreational requirement, and instructions for the preparation and submission of an application, may be obtained from that office. Any approval by the Heritage Conservation and Recreation Service of an application to acquire the property for park or recreational purposes does not constitute final authorization of the transaction. The General Services Administration will decide whether to assign the property to the Heritage Conservation and Recreation Service for subsequent transfer for such purposes.

Any planning for an educational or a public health use of property sought to be acquired subject to a public benefit allowance must be coordinated with the Department of Health, Education, and Welfare, 1321 Second Avenue, Arcade Plaza, Seattle, Washington 98101. An application form to acquire property for an educational or public health requirement, and instructions for the preparation and submission of an application, may be obtained from that office. Any approval by the Department of Health, Education and Welfare does not constitute final authorization of the transaction. The General Services Administration will decide whether to assign the property to the Department of Health, Education, and Welfare for subsequent transfer for such purposes.

Application forms or instructions to acquire property for other public use requirements may be obtained from General Services Administration, Real Property Division, Federal Property Resources Service, GSA Center, Auburn, Washington 98002. Upon receipt of such written notice, the public agency will be promptly informed concerning the period of time that will be allowed.

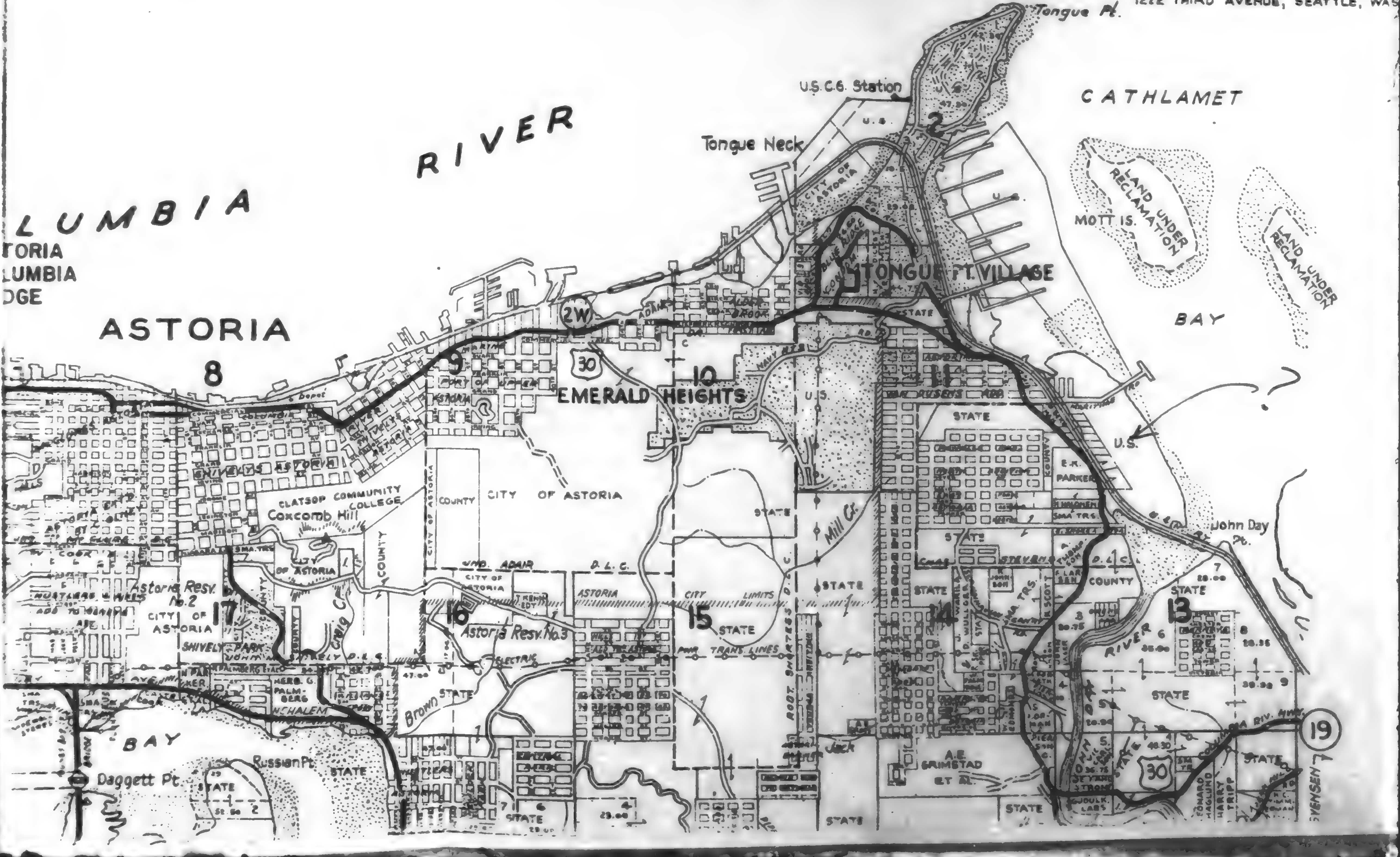
In the absence of such written notice, or in the event a public use proposal is not approved, the regulations issued pursuant to authority contained in the Federal Property and Administrative Services Act of 1949, provide for offering the property for sale for its highest and best use.

If any public agency considers that the proposed disposal of the property is incompatible with its development plans and programs, notice of such incompatibility must be forwarded to General Services Administration, Real Property Division, Federal Property Resources Service, GSA Center, Auburn, Washington 98002, within the same time frame prescribed above.

TOWNSHIP 8 N., RANGE 9 W.W.M.
CLATSOP COUNTY ORE.

SCALE 2 IN. = 1 MILE
DATED OCT. 1974

FOR SALE BY
METSKER MAP
111 SOUTH TENTH ST., TACOMA, WA
1222 THIRD AVENUE, SEATTLE, WAS

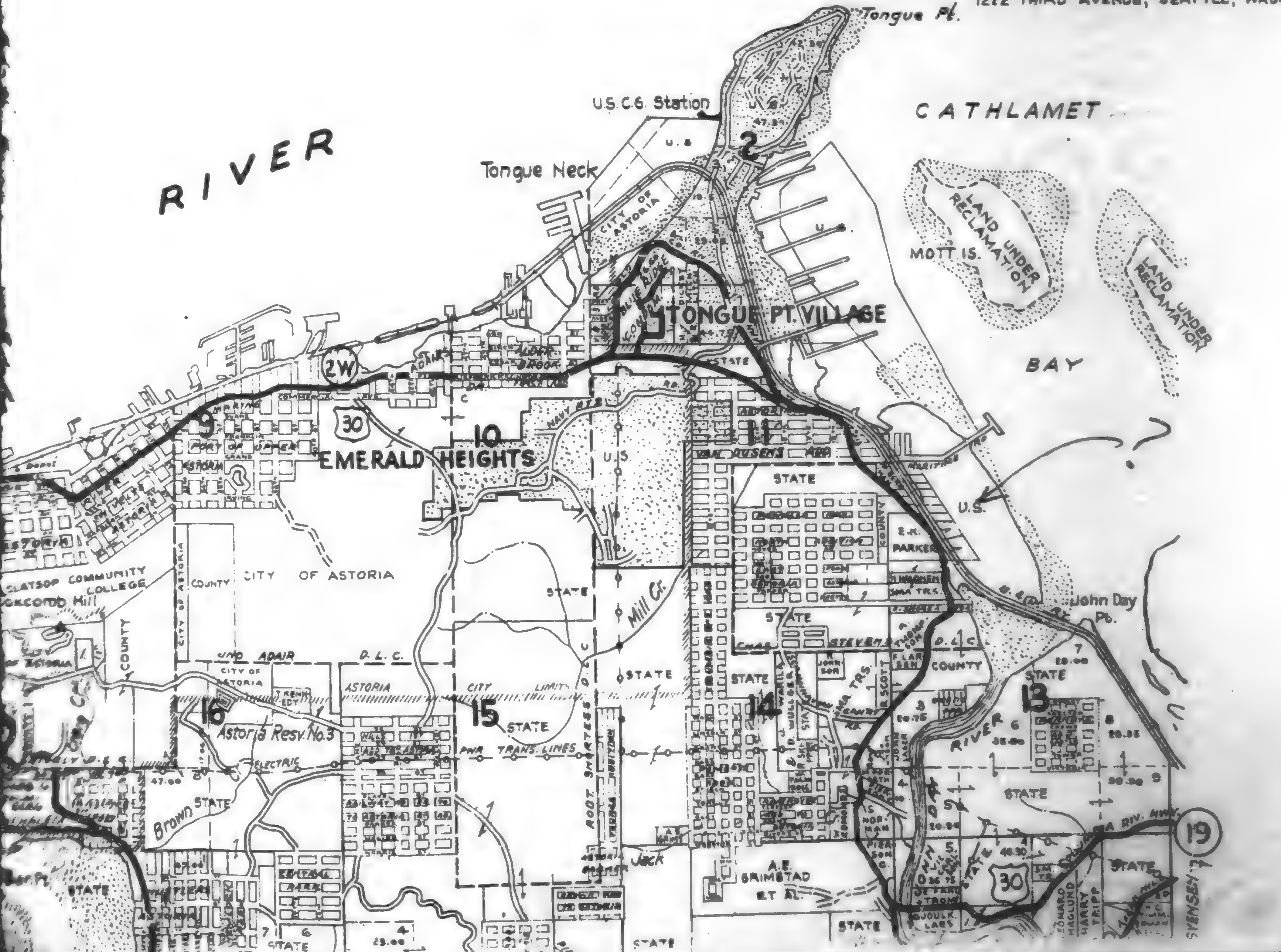

COLUMBIA RIVER
CATHLAMET BAY
ASTORIA
TORIA
LUMBIA
DGE
Tongue Pt.
U.S.C.G. Station
Tongue Neck
CITY OF ASTORIA
TONGUE PT. VILLAGE
MOTT IS.
LAND UNDER RECLAMATION
LAND UNDER RECLAMATION
EMERALD HEIGHTS
CLATSOP COMMUNITY COLLEGE
Coxcomb Hill
CITY OF ASTORIA
COUNTY
Astoria Resv. No. 2
Astoria Resv. No. 3
SHIVELY PARK
Brown
STATE
Mill Cr.
E.K. PARKER
A.E. GRIMSTAD ET AL
John Day Pt.
JOHN DAY RIVER
Daggett Pt.
Russian Pt.
BAY
2W
30
19
2
8
9
10
11
13
14
15
16
17
SVENSEN

Pa

TOWNSHIP 8 N., RANGE 9 W.W.M.

CLATSOP COUNTY ORE.

FOR SALE BY
METSKER MAPS
111 SOUTH TENTH ST., TACOMA, WASHINGTON
1222 THIRD AVENUE, SEATTLE, WASHINGTON


RIVER
CATHLAMET
BAY
Tongue Pt.
U.S.C.G. Station
Tongue Neck
CITY OF ASTORIA
MOTT IS.
LAND UNDER RECLAMATION
LAND UNDER RECLAMATION
TONGUE PT. VILLAGE
2W
30
EMERALD HEIGHTS
ALDERBROOK
VAN DUSEN RD.
E.K. PARKER
John Day Pt.
CLATSOP COMMUNITY COLLEGE
CITY OF ASTORIA
COUNTY
STATE
Mill Cr.
D.L.C.
ASTORIA CITY LIMITS
PWR. TRANS. LINES
ELECTRIC
Astoria Resv. No. 3
Brown
ROOT SHORTESS D.L.C.
A.E. GRIMSTAD ET AL.
JOHN DAY RIVER
19
SVENSEN
LEONARD HAGLUND
HARRY TRIPP
2
9
10
11
13
14
15
16
U.S.

SMALL TRACTS

SEC. 17
1. FRANK & ARTHUR HILDEBR.
SEC. 24
1. ANTHONY STRAMIELLO
SEC. 26
1. PHILLIP PINKSTAFF
SEC. 27
1. JOHN PARHANIEM

1"-1500'±

Tongue Neck
CATHLAMET
BAY
?
John Day Point

?
John Day Point

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                                     TOT        P1                  10.21              5,515.51              6,614.39
                                  ** JOB TOTALS **                  10.21   **         5,515.51   **         6,614.39  **

                                                                                                                        STATE
YOUNGS RV FALLS BRDG      CONT NO        FA PROJ NOS RS  733002 100                   13,659.99CR           13,659.99CR
                              504   2513     296      00 N 9                          13,659.99             13,659.99
                              504   2513     298      00 N 9                           2,600.00              7,041.00
                              504   2513     401      00 P 1                           1,515.00              3,525.00
                              504   2513     404      00 P 1                             200.00                220.00
                              504   2513     405      00 P 1                                                 2,095.77
                              504   2513     407      00 P 1                                                    15.51
                              504   2513     409      00 P 1                              64.23                158.02
                              504   2513     412      00 P 1                               3.79                  4.86
                              504   2513     413      00 P 1                             273.74              2,511.21
                              504   2513     414      00 P 1                              19.88                 34.84
                              504   2513     415      00 P 1                              14.07                 14.07
                              504   2513     920      00 P 1                             138.77                349.81
                              504   2513     930      00 P 1                           6,843.50             15,950.09
                                     TOT        P1
                                  ** JOB TOTALS **                          **         6,843.50   **        15,950.09  **

                                                                                                                        STATE
OCHOCO CR OCHOCO RANGER ST RD CONT NO    FA PROJ NOS RS  378001 100                      229.00CR              912.48CR
                              507   2505     296      00 N 9
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R/W

16,500

3-80

8779

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                                                                                 MARCH 1980           PAGE  816
TOTAL TO DATE JOB COST SUMMARY
                                                                                    FISCAL             GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX     FUNCTION   GR  CURRENT MONTH       YEAR TO DATE            TO DATE
                              507   2505     298      00 N 9                         229.00                912.48
                              507   2505     407      00 P 1                                               458.97
                              507   2505     409      00 P 1                         100.00                130.00
                              507   2505     412      00 P 1                          29.84                 87.32
                              507   2505     414      00 P 1                                               262.17
                              507   2505     414      00 N 1                                                14.96
                              507   2505     415      00 P 1                          19.83                 19.83
                              507   2505     920      00 P 1                          14.07                 14.07
                              507   2505     930      00 P 1                          65.57                121.51
                                     TOT        P1                                   229.31              1,063.87
                                     TOT        N1                                                          14.96
                                  ** JOB TOTALS **                          **       229.31   **         1,078.83  **

                                                                                                                        STATE
NEAL CK, ENGLISH CORNR BR CONT NO        FA PROJ NOS RS  428001 100                      46.99CR             7,505.91CR
                              514   2509     296      00 N 9                             46.99               7,5[illegible].91
                              514   2509     298      00 N 9                                                 2,9[illegible]0.00
                              514   2509     401      00 P 1                                                   [illegible]0.00
                              514   2509     403      00 P 1                                                 2,[illegible].96
                              514   2509     407      00 P 1                                                   220.00
                              514   2509     408      00 P 1                                                    [illegible]
                              514   2509     409      00 P 1
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                                      TOT        P1          10.21
                                   ** JOB TOTALS **          10.21  **         5,615.51  **      6,614.39  **

 YOUNGS RV FALLS BRDG       CONT NO        FA PROJ NOS RS  733002 100                                             STATE
                                 504   2513    296    00 N 9                           13,659.99CR      13,659.99CR
                                 504   2513    298    00 N 9                           13,659.99        13,659.99
                                 504   2513    401    00 P 1                            2,600.00         7,041.00
                                 504   2513    403    00 P 1                            1,515.00         3,525.00
                                 504   2513    405    00 P 1                              200.00           200.00
                                 504   2513    407    00 P 1                                             2,095.77
                                 504   2513    409    00 P 1                                                15.51
                                 504   2513    412    00 P 1                               68.43           158.02
                                 504   2513    413    00 P 1                                3.79             4.86
                                 504   2513    414    00 P 1                              173.76         2,511.21
                                 504   2513    415    00 P 1                               19.68            34.84
                                 504   2513    920    00 P 1                               14.07            14.07
                                 504   2513    930    00 P 1                              138.77           399.81
                                               TOT       P1                             6,843.50        15,950.09
                                   ** JOB TOTALS **                          **         6,843.50  **    15,950.09  **

 OCHOCO CR OCHOCO RANGER ST RD CONT NO     FA PROJ NOS RS  378001 100                                             STATE
                                 507   2505    296    00 N 9                              224.00CR         912.98CR
```

16,500

3-80

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 TOTAL TO DATE JOB COST SUMMARY                                                    MARCH 1980        PAGE  816
                                                                                     FISCAL           GRAND TOTAL
 DESCRIPTION OF JOB OR DEPARTMENT       PREFIX        FUNCTION   GR  CURRENT MONTH    YEAR TO DATE      TO DATE
                                 507   2505    298    00 N 9                              224.00           912.98
                                 507   2505    407    00 P 1                                               458.97
                                 507   2505    409    00 P 1                              100.00           130.00
                                 507   2505    412    00 P 1                               29.84            87.32
                                 507   2505    414    00 P 1                                               262.17
                                 507   2505    414    00 N 1                                                14.96
                                 507   2505    415    00 P 1                               19.83            19.83
                                 507   2505    920    00 P 1                               14.07            14.07
                                 507   2505    930    00 P 1                               65.57           121.51
                                               TOT       P1                               229.31         1,063.87
                                               TOT       N1                                                14.96
                                   ** JOB TOTALS **                          **           229.31  **     1,078.83  **

 NEAL CK, ENGLISH CORNR BR  CONT NO        FA PROJ NOS RS  428001 100                                             STATE
                                 514   2509    296    00 N 9                               56.99CR       7,505.91CR
                                 514   2509    298    00 N 9                               56.99         7,505.91
                                 514   2509    401    00 P 1                                             2,910.00
                                 514   2509    403    00 P 1                                               810.00
                                 514   2509    407    00 P 1                                             2,094.96
                                 514   2509    408    00 P 1                                               220.00
                                 514   2509    409    00 P 1                                                63.[illegible]
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8779

R/W

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                                   TOT      P1                                       700.56          325,205.08
                                   TOT      N1                                                         6,810.03
                                ** JOB TOTALS **                          **         700.56  **      332,015.11  **

                                                                                                      STATE
   YOUNGS RV FALLS BR          CONT NO 8999   FA PROJ NOS RS  733003 100
                                  504     1032       201        00 P 1         3,970.00        205,815.20         205,815.20       79      90
```

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TOTAL TO DATE JOB COST SUMMARY                                                          MARCH 1980          PAGE  193
                                                                                          FISCAL            GRAND TOTAL       ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX         FUNCTION    GR   CURRENT MONTH    YEAR TO DATE         TO DATE         BEG    END
                                  504     1032       204        00 P 1          196.50CR       1,343.22CR         1,343.22CR     80     80
                                  504     1032       204        00 N 1                         8,947.49CR         8,947.49CR     79     80
                                  504     1032       296        00 N 9          206.88CR     206,113.59CR       206,113.59CR     79     80
                                  504     1032       297        00 N 9                        12,700.00          12,700.00       80     80
                                  504     1032       298        00 N 9          206.88       193,413.59         193,413.59       79     80
                                  504     1032       900        00 P 1          635.72        19,349.33          19,349.33       79     80
                                  504     1032       920        00 P 1                            87.30              87.30       79     79
                                                     TOT            P1        4,407.22       223,908.56         223,908.56
                                                     TOT            N1                         8,947.49CR         8,947.49CR
                                                  ** JOB TOTALS **            4,407.22  **   214,961.07  **     214,961.07  **

                                                                                                                  STATE
   ROCK CREEK BRIDGES (3)         CONT NO           FA PROJ NOS RS  756001
                                  505     1093       900        00 P 1           56.28            56.28              56.28       80     80
                                                     TOT            P1           56.28            56.28              56.28
                                                  ** JOB TOTALS **               56.28  **        56.28  **          56.28  **

                                                                                                                  STATE
   OCHOCO HWY-OCHOCO RANGER STA  CONT NO 8942   FA PROJ NOS RS  378002 100
                                  507     1046       201        00 P 1        4,126.89CR     595,539.63         595,539.63       79     80
                                  507     1046       204        00 N 1       29,976.71                                           79     80
                                  507     1046       206        00 N 1           25.85            25.85              25.85       80     80
                                  507     1046       212        02 P 1       14,661.45        14,251.45          14,661.45       80     80
                                  507     1046       270        01 P 1            6.33         2,018.02           2,018.02       79     80
                                  507     1046       296        00 N 9        1,239.44CR     599,971.47CR       599,971.47CR     79     80
                                  507     1046       297        00 N 9                        34,600.00          34,600.00       80     80
                                  507     1046       298        00 N 9        1,239.44       565,371.47         565,371.47       79     80
                                  507     1046       900        00 P 1        1,116.01        40,638.56          41,469.54       79     80
                                  507     1046       900        00 N 1                            18.00              18.00       79     80
                                  507     1046       920        00 P 1                            22.50              64.80       79     79
                                  507     1046       935        00 P 1                           112.79             112.79       79     80
                                                     TOT            P1       11,657.99       682,992.83         663,866.18
                                                     TOT            N1       30,002.56            43.86              43.85
                                                  ** JOB TOTALS **           41,660.55  **   663,036.79  **     663,910.03  **

                                                                                                                  STATE
   LITTLE DESCHUTES RIVER BR      CONT NO 8800 = FA PROJ NOS RS  385001 100
                                  509     1008       201        00 P 1                        11,6[illegible].78          18,2[illegible].76     79     79
                                  509     1008       204        00 N 1                           333.00                          79     79
                                  509     1008       206        00 N 1                             3.80               3.80       79     79
                                  509     1008       296        00 N 9                        10,321.[illegible]CR       17,744.7[illegible]CR     79     80
```

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                                        TOT     P1                               700.56           325,205.08
                                        TOT     N1                                                  6,810.03
                                     ** JOB TOTALS **                    **      700.56   **      332,015.11  **

 YOUNGS RV FALLS BR           CONT NO 8999   FA PROJ NOS RS  733003 100                                          STATE
                                 504    1032    201     00 P 1          3,970.00          205,815.20          205,815.20    79    80
```

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TOTAL TO DATE JOB COST SUMMARY                                                   MARCH 1980        PAGE  193

                                                                                   FISCAL         GRAND TOTAL      ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX       FUNCTION   GR   CURRENT MONTH   YEAR TO DATE      TO DATE        BEG   END
                                 504    1032    204     00 P 1        198.50CR        1,343.27CR       1,343.27CR    80    80
                                 504    1032    204     00 N 1                        8,947.49CR       8,947.49CR    79    80
                                 504    1032    296     00 N 9        206.88CR      206,113.59CR     206,113.59CR    79    80
                                 504    1032    297     00 N 9                       12,700.00        12,700.00      80    80
                                 504    1032    298     00 N 9        206.88        193,413.59       193,413.59      79    80
                                 504    1032    900     00 P 1        635.72         19,349.33        19,349.33      79    80
                                 504    1032    920     00 P 1                            87.30            87.30     79    79
                                        TOT     P1                  4,407.22        223,908.56       223,908.56
                                        TOT     N1                                    8,947.49CR       8,947.49CR
                                     ** JOB TOTALS **               4,407.22  **    214,961.07  **   214,961.07  **

 ROCK CREEK BRIDGES (3)       CONT NO        FA PROJ NOS RS  756001                                               STATE
                                 505    1093    900     00 P 1         56.28             56.28            56.28      80    80
                                        TOT     P1                     56.28             56.28            56.28
                                     ** JOB TOTALS **                  56.28  **         56.28  **        56.28  **

 OCHOCO HWY-OCHOCO RANGER STA  CONT NO 8942   FA PROJ NOS RS  378002 100                                         STATE
                                 507    1046    201     00 P 1      4,126.89CR      595,539.63       595,539.63      79    80
                                 507    1046    204     00 N 1     29,976.71                                         79    80
                                 507    1046    206     00 N 1         25.85             25.85            25.85      80    80
                                 507    1046    212     02 P 1     14,661.45         14,661.45        14,661.45      80    80
                                 507    1046    270     01 P 1          6.33          2,018.02         2,018.02      79    80
                                 507    1046    296     00 N 9      1,239.44CR      599,971.47CR     599,971.47CR    79    80
                                 507    1046    297     00 N 9                       34,600.00        34,600.00      80    80
                                 507    1046    298     00 N 9      1,239.44        565,371.47       565,371.47      79    80
                                 507    1046    900     00 P 1      1,116.01         40,638.55        41,469.54      79    80
                                 507    1046    900     00 N 1                           18.00            18.00      79    80
                                 507    1046    920     00 P 1                           22.50            64.80      79    79
                                 507    1046    985     00 P 1           .98            112.75           112.75     79    80
                                        TOT     P1                 11,657.93        682,992.89       683,866.18
                                        TOT     N1                 30,002.56             43.85            43.85
                                     ** JOB TOTALS **              41,660.49  **    683,036.74  **   683,910.03  **

 LITTLE DESCHUTES RIVER BR    CONT NO 8800 = FA PROJ NOS RS  345001 100                                          STATE
                                 509    1008    201     00 P 1                       11,625.78        [illegible]    78    79
                                 509    1008    204     00 N 1                          333.00                       78    79
                                 509    1008    206     00 N 1                            3.50             3.80      79    79
                                 509    1008    296     00 N 9                       10,321.32CR      17,744.78CR    78    80
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TOTAL TO DATE JOB COST SUMMARY                                                  MARCH 1960        PAGE  625

                                                                                  FISCAL           GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE        TO DATE
                                   504   1933      950      00 P 1                                       303.33
                                   504   1933      980      00 P 1                                     1,723.98
                                                   TOT      P1           7.03         1,851.90        38,450.89
                                                   TOT      N1          28.03            28.03            28.03
                                              ** JOB TOTALS **          35.06  **     1,879.93  **    38,478.92  **

   OLD PORTLAND RD-6TH ST-STHELN CONT NO     # FA PROJ NOS H   620001  58 H   660301  24 H   670001  18        STATE
                                   505   1923      295      00 N 9                                     1,600.00
                                   505   1923      296      00 N 9                    3,282.77CR      16,582.77CR
                                   505   1923      298      00 N 9                    3,282.77        14,982.77
                                   505   1923      901      00 P 1                       21.02CR       3,611.73
                                   505   1923      901      00 P 2                        8.70CR       1,496.44
                                   505   1923      901      00 P 3                        6.52CR       1,120.61
                                   505   1923      901      00 N 1                       42.00            42.00
                                   505   1923      902      00 P 1                                       437.67
                                   505   1923      902      00 P 2                                       181.08
                                   505   1923      902      00 P 3                                       135.85
                                   505   1923      902      00 N 1                                        32.79
                                   505   1923      902      00 N 2                                        13.55
                                   505   1923      902      00 N 3                                        10.16
                                   505   1923      905      00 P 1                                     2,049.93
                                   505   1923      905      00 P 2                                       848.26
                                   505   1923      905      00 P 3                                       636.18
                                   505   1923      907      00 P 1                                        35.59
                                   505   1923      907      00 P 2                                        14.73
                                   505   1923      907      00 P 3                                        11.04
                                   505   1923      909      00 P 1                                        77.04
                                   505   1923      909      00 P 2                                        31.87
                                   505   1923      909      00 P 3                                        23.91
                                   505   1923      910      00 P 1                                       258.15
                                   505   1923      910      00 P 2                                       106.80
                                   505   1923      910      00 P 3                                        80.08
                                   505   1923      911      00 P 1                                     1,182.45
                                   505   1923      911      00 P 2                                       489.27
                                   505   1923      911      00 P 3                                       366.96
                                   505   1923      914      00 P 1                       28.34CR          70.37
                                   505   1923      914      00 P 2                       32.41CR          29.11
                                   505   1923      914      00 P 3                       24.30CR          21.86
                                   505   1923      916      00 P 1                                        58.56
                                   505   1923      916      00 P 2                                        28.23
                                   505   1923      916      00 P 3                                        18.17
                                   505   1923      918      00 P 1                                        30.73
                                   505   1923      918      00 P 2                                        12.72
                                   505   1923      918      00 P 3                                         9.54
                                   505   1923      920      00 P 1                                        17.55
                                   505   1923      920      00 P 2                                         7.26
                                   505   1923      920      00 P 3                                         5.45
                                   505   1923      921      00 P 1                                       200.10
```

State Costs

TOTAL TO DATE JOB COST SUMMARY MARCH 1980 PAGE 624

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR			CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
ARNDT RD @ AIRPORT RD	CONT NO		FA PROJ NOS MHS0616002 100							STATE
	503	1944	296	00	M	9			76.52CR	
	503	1944	298	00	M	9			76.52	
	503	1944	905	00	P	1			82.07	
	503	1944	914	00	P	1			2.95	
			TOT		P1				85.02	
			** JOB TOTALS **				**	**	85.02	**
CLACK CO TRAFFIC SIGNALS	CONT NO		FA PROJ NOS M 005001 100							STATE
	503	1995	296	00	M	9		1,205.20CR	13,5[illegible].23CR	
	503	1995	298	00	M	9		1,205.20	13,5[illegible].23	
	503	1995	901	00	P	1			947.03	
	503	1995	903	00	P	1			11,281.80	
	503	1995	905	00	P	1			227.70	
	503	1995	905	00	M	1			3.10	
	503	1995	911	00	P	1			2,651.3[illegible]	
	503	1995	911	00	M	1			8.04	
	503	1995	914	00	P	1			10.80	
	503	1995	915	00	P	1			73.86	
	503	1995	920	00	P	1			28.90	
	503	1995	921	00	P	1			615.68	
			TOT		P1				15,832.15	
			TOT		M1				11.14	
			** JOB TOTALS **				**	**	15,848.29	**
YOUNGS RIV FLS DR RIV LOOP RD	CONT NO		& FA PROJ NOS RS 733001 100							STATE
	504	1933	296	00	M	9		7,244.83CR	38,0[illegible].83CR	
	504	1933	297	00	M	9			1,0[illegible]5.00	
	504	1933	298	00	M	9		7,244.83	32,9[illegible]4.83	
	504	1933	901	00	P	1	7.03	1,461.61	11,4[illegible].6[illegible]	
	504	1933	901	00	M	1	28.03	28.03	28.03	
	504	1933	902	00	P	1			305.88	
	504	1933	905	00	P	1			2,6[illegible].7[illegible]	
	504	1933	906	00	P	1		12.04CR	5,9[illegible]5.99	
	504	1933	907	00	P	1			9[illegible].98	
	504	1933	909	00	P	1			7[illegible].98	
	504	1933	910	00	P	1			2,92[illegible].47	
	504	1933	911	00	P	1			112.61	
	504	1933	913	00	P	1			6[illegible].63	
	504	1933	914	00	P	1			277.39	
	504	1933	918	00	P	1			816.45	
	504	1933	920	00	P	1		68.48	68.48	
	504	1933	921	00	P	1		297.96	977.92	
	504	1933	922	00	P	1		36.96	112.74	
	504	1933	923	00	P	1			5,5[illegible]	
	504	1933	926	00	P	1			2,842.43	

State
Costs
not
County

8999

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

THE OREGON DIVISION - SALEM
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: March 11, 1980

In reply refer to: HAM-OR/120.3

SUBJECT: Final Voucher Payment

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Oregon State Highway Division

Final vouchers on the following Federal-aid projects have been approved for payment in the amount submitted:

Contract	Prefix			Name
		RS A733(1)	$ 0.00	Youngs River Falls Bridge Section
PE	504-1933	TQF 2-4(5)	0.00	N.W. 8th Street - S.W. Naterlin Dr. (Newport) Section
PE	21-1989	RRP 000S(6)	0.00	Region 2 RR Signing Project #1
SPO	37-1021, 37-1987.	PMS 000S(1)	0.00	Clackamas Co. Pavement Marking Demo. Project
CoFO	403-1016			

Financial Manager

G. L. Green

RECEIVED
MAR 12 1980
HIGHWAY ACCOUNTING

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                503  2523   426      00 P 1                          133.70            133.70
                503  2523   920      00 P 1                           14.07             14.07
                503  2523   930      00 P 1          9.05             68.98            110.16
                            TOT      P1              9.05          5,488.19          6,587.07
                         ** JOB TOTALS **            9.05  **      5,488.19  **      6,587.07  **

                                                                                       STATE
YOUNGS RV FALLS BRDG    CONT NO     FA PROJ NOS RS  733002 100
                504  2513   296      00 N 9      5,532.67CR       13,645.18CR       13,645.18CR
                504  2513   298      00 N 9      5,532.67         13,645.18         13,645.18
                504  2513   401      00 P 1                        2,600.00          7,041.00
                504  2513   404      00 P 1                        3,525.00          3,525.00
                504  2513   405      00 P 1                          200.00            200.00
                504  2513   407      00 P 1                                          2,095.77
                504  2513   409      00 P 1                                             15.51
                504  2513   412      00 P 1          9.51             68.23            158.02
                504  2513   413      00 P 1          3.79              3.79              4.86
                504  2513   414      00 P 1                          273.76          2,511.21
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R/W

1-80

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TOTAL TO DATE JOB COST SUMMARY                                   JANUARY 1980          PAGE 780
                                                                    FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX     FUNCTION   GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                                504  2513   415      00 P 1                        19.88             34.84
                                504  2513   920      00 P 1                        14.07             14.07
                                504  2513   930      00 P 1          3.96         114.98            326.02
                                            TOT      P1             17.26       6,819.71         15,926.30
                                         ** JOB TOTALS **           17.26  **   6,819.71  **     15,926.30  **

                                                                                                     STATE
OCHOCO CR OCHOCO RANGER ST RD CONT NO    FA PROJ NOS RS  378001 100
                                507  2505   296      00 N 9                       220.60CR          909.08CR
                                507  2505   298      00 N 9                       220.60            909.08
                                507  2505   407      00 P 1                                         458.97
                                507  2505   409      00 P 1                       100.00            100.00
                                507  2505   412      00 P 1                        29.84             87.32
                                507  2505   414      00 P 1                                         262.17
                                507  2505   414      00 N 1                                          14.96
                                507  2505   415      00 P 1                        19.83             19.83
                                507  2505   920      00 P 1                        14.07             14.37
                                507  2505   930      00 P 1          3.96          65.57            121.51
                                            TOT      P1              3.96         229.31          1,063.87
                                            TOT      N1                                              14.96
                                         ** JOB TOTALS **            3.96  **     229.31  **      1,078.83  **

                                                                                                     STATE
NEAL CK. ENGLISH CORNR BR       CONT NO  FA PROJ NOS RS  428001 100
                                514  2509   296      00 N 9                        46.99CR        2,505.96CR
                                514  2509   298      00 N 9                        46.99          7,505.91
                                514  2509   401      00 P 1                                       2,960.00
                                514  2509   403      00 P 1                                         810.00
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8777

8777

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                                503  2523   426     00 P 1                         133.70            133.70
                                503  2523   920     00 P 1                          14.07             14.07
                                503  2523   930     00 P 1          9.05            68.98            110.16
                                            T       P1              9.05         5,488.19          6,587.07
                                        ** JOB TOTALS **            9.05 **      5,488.19 **       6,587.07 **

                                                                                                  STATE
    YOUNGS RV FALLS BRDG     CONT NO    FA PROJ NOS RS  733002 100
                                504  2513   296     00 N 9      5,532.67CR      13,645.18CR       13,645.18CR
                                504  2513   298     00 N 9      5,532.67        13,645.18         13,645.18
                                504  2513   401     00 P 1                       2,600.00          7,041.00
                                504  2513   404     00 P 1                       3,525.00          3,525.00
                                504  2513   405     00 P 1                         200.00            200.00
                                504  2513   407     00 P 1                                         2,095.77
                                504  2513   409     00 P 1                                            15.51
                                504  2513   412     00 P 1          9.51            68.23            158.02
                                504  2513   413     00 P 1          3.79             3.79              4.86
                                504  2513   414     00 P 1                         273.76          2,511.21
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R/W

1-80

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                                                                         JANUARY 1980          PAGE 780
TOTAL TO DATE JOB COST SUMMARY
                                                                             FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE       TO DATE
                                504  2513   415     00 P 1                          19.88             34.8
                                504  2513   920     00 P 1                          14.07             14.07
                                504  2513   930     00 P 1          3.96           114.98            326.02
                                            TOI     P1             17.26         6,819.71         15,926.30
                                        ** JOB TOTALS **           17.26 **      6,819.71 **      15,926.30 **

                                                                                                  STATE
    OCHOCO CR OCHOCO RANGER ST RD CONT NO   FA PROJ NOS RS  378001 100
                                507  2505   296     00 N 9                         220.60CR          909.08CR
                                507  2505   298     00 N 9                         220.60            909.08
                                507  2505   407     00 P 1                                           458.97
                                507  2505   409     00 P 1                         100.00            100.00
                                507  2505   412     00 P 1                          29.84             87.32
                                507  2505   414     00 P 1                                           262.17
                                507  2505   414     00 N 1                                            14.96
                                507  2505   415     00 P 1                          19.83             19.83
                                507  2505   920     00 P 1                          14.07             14.37
                                507  2505   930     00 P 1          3.96            65.57            121.51
                                            TOT     P1              3.96           229.31          1,063.82
                                            TOT     N1                                                14.96
                                        ** JOB TOTALS **            3.96 **        229.31 **       1,078.83 **

                                                                                                  STATE
    NEAL CK. ENGLISH CORNR BR     CONT NO   FA PROJ NOS RS  428001 100
                                514  2509   296     00 N 9                          46.99CR        7,505.91CR
                                514  2509   298     00 N 9                          46.99          7,505.91
                                514  2509   401     00 P 1                                         2,960.00
                                514  2509   403     00 P 1                                           860.00
```

8999

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATI
FEDERAL HIGHWAY ADMINISTRATION

1-22-80

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation: [illegible]

The United States, Dr., TO Treasurer, State of Oregon

Address Capitol Building Salem, OR 97310

STATE Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO. RS-A722 (1)

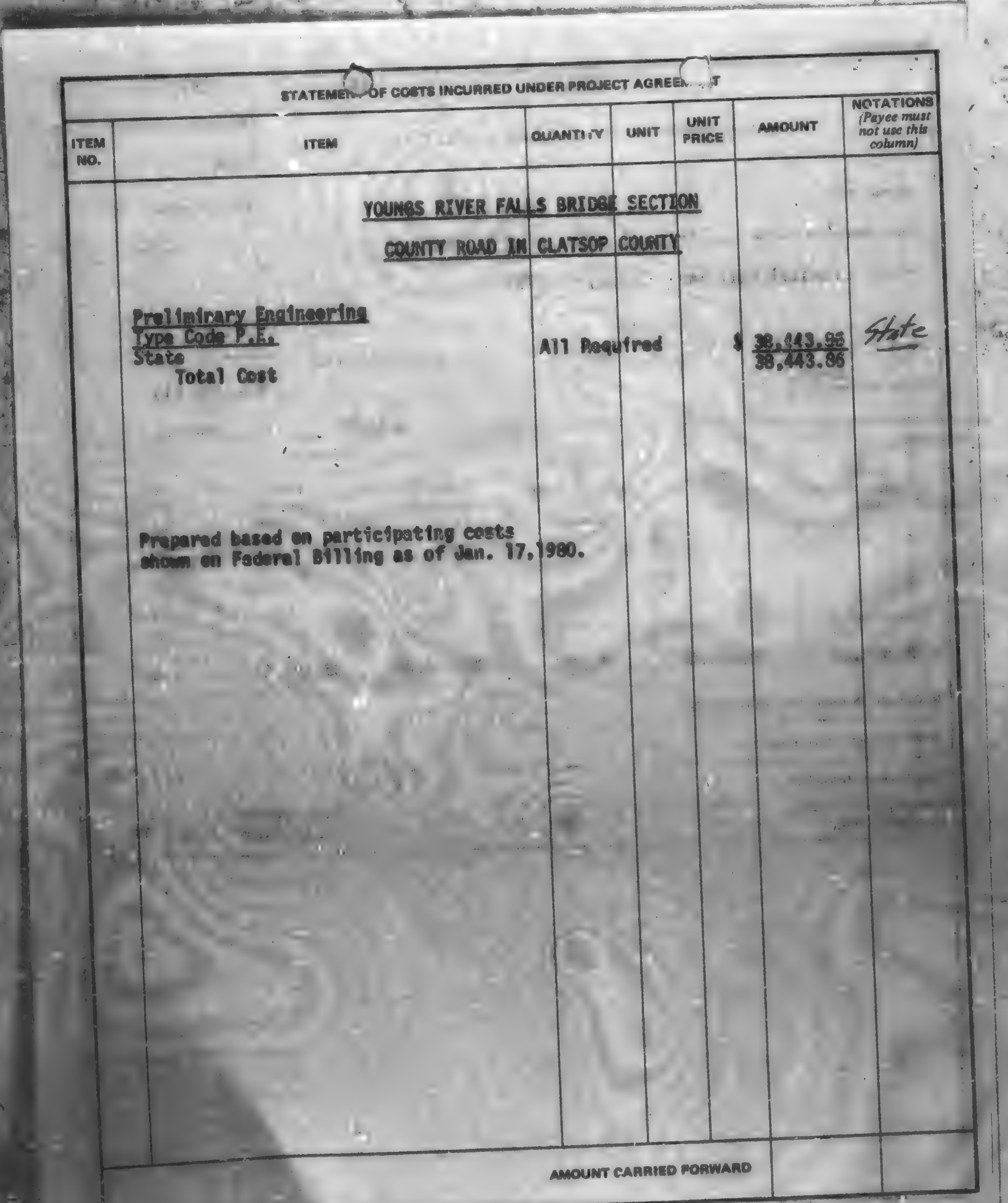
VOUCHER PERIOD From: 8-15-77 To: 7-9-79

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
38,443.06	38,443.06	[illegible]	32,984.83	32,984.83	0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		[illegible] Controller 1-22-80

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE



STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	YOUNGS RIVER FALLS BRIDGE SECTION					
	COUNTY ROAD IN CLATSOP COUNTY					
	Preliminary Engineering Type Code P.E. State	All Required			$ 38,443.86	State
	Total Cost				38,443.86	
	Prepared based on participating costs shown on Federal Billing as of Jan. 17, 1980.					
	AMOUNT CARRIED FORWARD					

8999 STATE COPY OMB No. 04-R2089 2

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
9-140 [illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

8-31-79

County
Clatsop
Project No.
RS-A733(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 8mi. SE of Astoria

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-3-79	0.033

OTHER *(Specify)*

FUNDS Pro Rata 88.15 %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 277,094.00	$ 244,258.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Assistant State Highway Engineer
(Title)
xx For H.S. Coulter
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G.L. Green
Date executed by Division Administrator 8-31-79

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, August 22, 1979

Federal Aid Project
No. RS-A733 (3)

Youngs River Falls Bridge Section
Youngs River Loop Road
Clatsop County

Project agreement estimate.

Type Code X080
Structure, Bridge #11170A (Sta. 107+00 to Sta. 114+00)
(Structure Length 175 ') (Roadway work incidental to structure)

Mobilization	All Required		$ 24,200.00
Temporary Protection and Direction of Traffic	All Required		2,000.00
Temporary Signs	88 Sq.Ft.	$ 10.00	880.00
Temporary Continous Rail Traffic Barries, Reflectorized	50 Lin.Ft.	10.00	500.00
Flagmen	200 Hr	1.00	200.00
Clearing and Grubbing	All Required		4,240.00
Removal of Structures and Obstructions	All Required		400.00
General Excavation	6,750 Cu.Yd.	2.27	15,322.50
Toe Trench Excavation	85 Cu.Yd.	4.70	399.50
Trench Excavation	85 Cu.Yd.	4.85	164.90
Watering	.80 M-Gal	37.50	3,000.00
1"-0 Aggregate Base	665 Cu.Yd.	8.10	5,386.50
Class "B" Asphalt Concrete	420 Ton	30.00	12,600.00
12-inch Culvert Pipe	120 Lin.Ft.	8.10	972.00
18-inch Culvert Pipe	80 Lin.Ft	10.00	800.00
Guard Rail, Type 2A	175 Lin.Ft	20.00	3,500.00
Guard Rail Anchors, Type 1	3 Each	350.00	1,050.00
Rail End Pieces, Type C	3 Each	150.00	450.00
Type 1 Fence	310 Lin.Ft.	5.00	1,550.00
J2' Single Gates	1 Each	800.00	800.00
Loose Riprap, Class 100	190 Cu.Yd.	8.30	1,577.00
Delineators	8 Each	20.00	160.00
Roadside Seeding and Mulching	1 Acre	1000.00	1,000.00
Bridge Remaval Work	All Required		15,5000.00
Structure Excavation	80 Cu.Yd.	25.00	2,000.00
Furnish 12-inch Prestressed Concrete Piling	208 Lin.Ft	15.00	3,120.00
Furnish 16-inch Prestressed Concrete Piling	534 Lin.Ft.	16.00	8,544.00
Drive Prestressed Concrete Piles	17 Each	1,432.00	24,344.00
Structural Concrete, Class 3300 (50cy)	All Required		23,000.00
4'x 35'/40' Prestressed Slabs	21 Each	1,800.00	37,800.00

4'x 70'/75' Prestressed Slabs	7 Each	$4,600.00	$ 32,200.00
Reinforcement (6,900 lb.)	All Required		3,000.00
Metal Rail with Tubing	350 Lin.Ft	35.50	12,775.00
			$243,435.40

Anticipated Items

Permanent Pavement Striping	$ 200.00
Temporary Erosion Control	500.00
	$ 700.00

Subtotal	$244,135.40
Engineering	32,958.60
Total	$277,094.00

Length of Structure - - - - - - - 0.033 mi.

Work Retained in Program Status
(not included in amounts below)

Permanent Signing	All Required	$ 400.00

Federal Funds (88.15%)	$244,258.00
State Funds	16,418.00
County Funds	16,418.00
Total	$277,094.00

Group 1 100%
Contract No. 8999
Prefix 504-1933 P.E.
Prefix 504-1032

Youngs River Falls Bridge
(nonparticipating - Statework)

Setting Mailbox Posts	1 Each	$50.00	$50.00

8977 2

Fran

MEMO TO: Bill Nessly

FROM: C. W. Head
Commission Services

DATE: August 20, 1979

Contract 8977

Copy
Acc 12.5

Please note that the surety has added J. R. Cooper, An Indiv., A Joint Venture, to the Performance Bond. The contract was awarded to Siuslaw Construction Co., Inc., only. J. R. Cooper is the President of Siuslaw Construction Co., Inc., but is not prequalified as an individual.

This appears to be similar to the recent request of R. C. Steingraber, individual and President of Columbia Pacific Construction Co., to bid as a joint venture at the August 23, 1979, letting.

(see attached memo)

Please indicate by memo if this is acceptable.
To: C.W. Head

Memo:

Jack Sollie and I ~~have~~ discussed this issue on Thursday, August 16, 1979, with Fran Neavill. The additional party (by the surety ~~thereby~~) is required to increase the assets for security purposes and insofar as the creation of a joint venture serves only to enhance our security position, it is much the same as having a co-signer on a check. We have therefore concluded that the addition of this party does not destroy any prequalification of the [illegible]

NOTED
C. W. HEAD
8/20/79

8999

July 27, 1979

Clatsop County
Board of Commissioners
Courthouse
Astoria, OR 97103

Attn: John Dooley
County Roadmaster

Gentlemen:

On July 26, 1979 a satisfactory bid was received from Siuslaw Construction Company, 910 E. Burnside St., Portland, OR 97214 for the Young River Falls Bridge Section, FAS-A733. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$243,485.40
Permanent Signing	400.00
Pavement Striping	200.00
Erosion Control	500.00
4½% Contingencies	11,006.34
(9%) Engineering	22,012.69
ESTIMATED TOTAL COST	$277,604.43

Rec'd 8/7/79
Informed Steve & Phil
238,739

County's Advance Deposit:
6% of $277,604.43 = $16,656.27 or say $16,700.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than August 17, 1979.

Please make your check for $15,700.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, OR 97310.

Very truly yours,

D. E. Swan
Operation Programming Engineer

HR:dmc

bc w/AD#670: Phil Stearns, Reg. 2 Fed. Aid Specialist
Vern Skoog-Please return completed AD#670 when check is received.

[illegible]

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-3-79

RS-A733(3)

STATE PROJECT NO.
[illegible]e below

COUNTY NAME
Clatsop

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO.
70330

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

7-11
[illegible]

RECEIVED
STATE HWY ENGR
JUL 11 '79
REFER TO
Mr [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED
7-3-79

DATE AUTHORIZATION EFFECTIVE
7-3-79

FEDERAL ROUTE NUMBER
Secondary A-733

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:
Youngs River Falls Bridge

GENERAL DESCRIPTION OF WORK:
One Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☑ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated June 26, 1979, that provisions of FHPM 7-5-1 have been complied with.

As requested in Mr. Swan's letters of 6-18-79 and 7-2-79 you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $350,000 Federal Funds $308,500 in accordance with the provisions of your approved SEcondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE
7-3-79

SIGNATURE OF APPROVING OFFICIAL
G. K. [illegible]

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—626-787

```
                                                                   [redacted]            PAGE 1042
TOTAL TO DATE JOB COST SUMMARY
                                                                           FISCAL          GRAND TOTAL
                                          FUNCTION  GR  CURRENT MONTH    YEAR TO DATE       TO DATE
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX                                                    6,321.96CR
                               503    2520    418     00 P 1                                25,320.39
                               503    2520    426     00 P 1                                35,565.75
                               503    2520    426     00 N 1                                    26.58
                               503    2520    930     00 P 1                               236,902.79
                                              TOT     P1        149,270.27CR   149,270.27CR 149,270.27
                                              TOT     P2        149,270.27     149,270.27    37,812.25
                                              TOT     N1
                                           ** JOB TOTALS **                **             ** 423,985.31 **

                                                                                                   STATE
MOLLALA RV GOODS BR CANBY RD  CONT NO    FA PROJ NOS RS  882001 100
                               503    2523    407     00 P 1     238.06            896.94       896.94
                               503    2523    409     00 P 1                        65.20        65.20
                               503    2523    412     00 P 1                        57.48        57.48
                               503    2523    414     00 P 1                        38.08        38.08
                               503    2523    930     00 P 1                        41.18        41.18
                                              TOT     P1         238.06          1,098.88     1,098.88
                                           ** JOB TOTALS **      238.06  **      1,098.88 **  1,098.88 **

                                                                                                   STATE
YOUNGS RV FALLS BRDG          CONT NO    FA PROJ NOS RS  733002 100
                               504    2513    401     00 P 1   4,441.00          4,441.00     4,441.00
                               504    2513    407     00 P 1      39.47          2,095.77     2,095.77
                               504    2513    409     00 P 1      15.51             15.51        15.51
                               504    2513    412     00 P 1      56.29             89.79        89.79
                               504    2513    413     00 P 1       1.07              1.07         1.07
                               504    2513    414     00 P 1     210.36          2,237.45     2,237.45
                               504    2513    415     00 P 1                        14.96        14.96
                               504    2513    930     00 P 1     142.84            211.04       211.04
                                              TOT     P1       4,906.54          9,106.59     9,106.59
                                           ** JOB TOTALS **    4,906.54  **      9,106.59 **  9,106.59 **

                                                                                                   STATE
CHOCO CR OCHOCO RANGER ST RD CONT NO     FA PROJ NOS RS  378001 100
                               507    2505    296     00 N 9                       688.48CR     688.48CR
                               507    2505    298     00 N 9                       688.48       688.48
                               507    2505    407     00 P 1      31.85            458.97       458.97
                               507    2505    412     00 P 1                        57.48        57.48
                               507    2505    414     00 P 1                       262.17       262.17
                               507    2505    414     00 N 1                        14.96        14.96
                               507    2505    930     00 P 1                        55.94        55.94
                                              TOT     P1          31.85            834.56       834.56
                                              TOT     N1                            14.96        14.96
                                           ** JOB TOTALS **       31.85  **        849.52 **    849.52 **

                                                                                                   STATE
NEAL CK. ENGLISH CORNR BR     CONT NO    FA PROJ NOS RS  428001 100
                               514    2509    296     00 N 9                     7,458.92CR   7,458.92CR
                               514    2509    298     00 N 9                     7,458.92     7,458.92
```

6-79

8977

3979

OREGON STATE HIGHWAY DIV ON
117 DOT Building
Salem, Oregon 97310

Highway# 504

6-18-79

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-A 733(3)
Project Name Youngs River Falls Bridge
Youngs River Loop Rd.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

Right of Way for this project acquired by OSHD staff.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ____________, Oregon, this ____ day of __________, 19__

County of ____________________

____
County Judge/Chairman

____
Commissioner

____
Commissioner

Certified By:

J.W. Dixon
Regional Right-of-Way Supervisor
Date 6-18-79

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

Bp

8999

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 18, 1979

TO G. L. Green, Divison Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 70330
Project No. RS-A733(3)
Youngs River Falls Br. Sec.
Clatsop County

Attached support data consists of PR-1 forms and project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project July 26, 1979.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

We request authorization for construction at an estimated total cost of $350,000 with an obligation of $308,500 Federal funds.

JLG:dmc
Attachments
cc: C. O. Fredrickson, Reg. 2
[redacted]

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

June 18, 1979

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
2		Co. Rd., Approx. 8 mi. SE of Astoria	ADT	250 DHV 30	---	---	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
3	One Bridge								RS-	A733

CARD

CLASS OF FEDERAL FUNDS: Rural Secondary

NAME OF URBAN AREA 17-31: ---

COUNTY NAME: Clatsop

ROUTE NO. S — FEDERAL-AID: A733 (32) — STATE: Co. Rd. (34) (37) — U.

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS County
5												
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) X080		"Youngs River Falls Bridge Section"	0.03	350,000	308,500	20,750	20,750

CARD	CODE	PREPARED BY		PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1		JLG		0.03	350,000	308,500	20,750	20,750
1	14	PROGRAM APPROVAL DATES	8-15-79			(16) (23)	(24) (33)		

REMARKS Additional Data: It
RS-A733(1) & (2

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

June 18, 1979

ECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. Rd., Approx. 8 mi. SE of Astoria		250 DHV 30	---	---	10	Oregon	41	075	70330

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	T. Projects Only POST MI.	T. Projects Only DESIG.
								RS-	A733	(3)		

dary

COUNTY NAME	Clatsop	CODE 007	PROGRAM STAGE ☐ 1 OR ☐ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	A733	Co. Rd.	---

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
E								Adj. Util. as Req.
OW								
ONST CODE) 080		"Youngs River Falls Bridge Section"	0.03	350,000	308,500	20,750	20,750	ROW-60' min.; Access Control-none; Parking Restrictions-none.
JLG		PROJECT TOTALS	0.03	350,000	308,500	20,750	20,750	

ROVAL DATES 8-15-79

REMARKS Additional Data: Item No. 70330; Project Nos. RS-A733(1) & (2).

over

Youngs River Falls Bridge Section
Project No. RS-A733(3)

Remarks - continued

Project Data: The work consists of remove existing bridge, construct on new alignment one prestressed slab span bridge (Br. No. 11170A) 175 ft. long with horizontal clearance of 27.5 feet. Partial grading at west end of bridge and construct temporary approach roadways at each end requiring grade, drain and high-type pave to accommodate two 10-foot lanes with 4-foot shoulders. Adjust utilities as required and perform incidental work common to this type of project.

Accommodation of Utilities: A State-County agreement complying with para. 6d(1) of PPM 30-4.1 was executed Sept. 2, 1977.

Maintenance: A State-County agreement complying with Section 116, Title 23 USC was executed Sept. 2, 1977.

NOTE: 1) On-the-job trainees, as set forth in FHWA Order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

2) Included in 2/22/78 6 YR HIP on page 43 and in the 9/78 SOCL on page 15 item No. 8.

3) PE, R/W & Const. received program approval on Dec. 9, 1976 and initial authorization for PE given Aug. 15, 1977.

2497

Section Youngs River Falls Bridge ______ Programming Estimate $ ______

Highway FAS A 733 ______ Project Length ______

County Clatsop ______ Completion Time ______

Kind of Work Grad, Drng, Structure ______

Prefix 504-1933 ______ FA Project No. RS-A733(3)

TRUCTION AUTHORIZATION

ract Amount $ 297025^{00}

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 6/18/79

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number 2
District Number ______

ATTENTION: Phil Stearns

FROM: Project Mngt.

COMMENTS: Please inform the county, and let us know.

Form 781-0008 (7/78)

400
200
500

6/20/79 $ Says 1100
John Dooley
OK Per Phil Stearns

Misc. Permit Fees

$ $298,125^{00}$

Contingencies (4-1/2%) $13,415^{63}$

Engineering (9 %) $26,831^{25}$

~~SUBTOTAL~~ $

~~Credit for~~

Estimated Net Authorization, Construction $ $338,371^{88}$

APPROVED

______ Est. County share 6% of 338,371.88 = $\$20,302^{31}$

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date 7-26

Section YOUNGS RIVER FALLS BRIDGE

County

Kind Of Work

Length

Name DAY

6-12-79

No	Item	Code	Unit	Quant.	Unit Cost	Total 8
	Mobilization	(9%)	All	All		24,000
	Temporary Protection and Direction of Traffic		All	All		1360
	Temporary Signs		Sq Ft	88	6.50	572
	Temporary Continuous Rail Traffic Barrier, Reflectorized		Lin Ft	50	7.50	375
	Flagmen		Hr	200	19.50	3900
	Roadwork					
	Clearing and Grubbing		All	All	–	5,000.00
	Removal of Structures and Obstructions		All	All		1,000.00
	General Excavation		CuYd	6750	7.00	47,250
	Toe Trench Excavation		CuYd	85	10.00	850 -
	Trench Excavation		CuYd	34	20.00	680 -
	Watering		M-Gal	80	15.00	1200
	1"-0 Aggregate Base		CuYd	665	20.00	13,300
	Class "B" Asphalt Concrete		Ton	420	30.00	12,600
	12-inch Culvert Pipe		Lin Ft	120	22.00	2640
	18-inch Culvert Pipe		Lin Ft	80	34.00	2720
	Guard Rail, Type 2A		Lin Ft	175	25.00	4375
	Guard Rail Anchors, Type 1		Each	3	345.00	1035
	Rail End Pieces, Type C		Each	3	175.00	525
	Type 1 Fence		Lin Ft	310	4.00	1240
	12' Single Gates		Each	1	250.00	250
	Loose Riprap, Class 100		CuYd	190	20.00	3800
	Delineators		Each	8	25.00	200
	Setting Mailbox Posts		Each	1	100.00	100
	Roadside Seeding and Mulching		Acre	1	800	800

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date
Section Youngs River Falls Bridge
County
Length
Name
Kind Of Work

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Structure					
	Bridge Removal Work		All	All		15,000
	Structure Excavation		CuYd	80	15	1200
	Furnish 12-inch Prestressed Concrete Piling		LinFt	208	16	3328
	Furnish 16-inch Prestressed Concrete Piling		LinFt	534	20	10,680
	Drive Prestressed Concrete Piles		Each	17	500	8500
	Structural Concrete, Class 3300 (50cy @ $350)		All	All		17,500
	4'x 35'/40' Prestressed Slabs		Each	21	2460	51,660
	4'x 70'/75' Prestressed Slabs		Each	7	5540	38,780
	Reinforcement (6900 lbs @ 0.45)		All	All		3105
	Metal Rail with Tubing		LinFt	350	50	17,500

```
                                                              MAY 1979        PAGE  779
                                                                FISCAL        GRAND TOTAL
     PREFIX      FUNCTION   GR  CURRENT MONTH              YEAR TO DATE        TO DATE

          CONT NO        FA PROJ NOS RS  733001 100                               00     STATE
          504   1933        296      00 N 9                     4,980.43CR   26,766.00CR
          504   1933        297      00 N 9                     1,025.00      1,025.00
          504   1933        298      00 N 9                     3,955.43     25,740.00
          504   1933        901      00 P 1                        26.80      9,[illegible]
          504   1933        902      00 P 1                                     305.88
          504   1933        905      00 P 1        93.52        2,038.56      2,556.72
          504   1933        906      00 P 1        78.58        4,277.38      5,143.21
          504   1933        907      00 P 1                       909.98        909.98
          504   1933        909      00 P 1                                     702.48
          504   1933        910      00 P 1                                   2,923.47
          504   1933        911      00 P 1                        12.17        112.61
          504   1933        913      00 P 1                       228.44        661.63
          504   1933        914      00 P 1       112.72          218.04        270.30
          504   1933        918      00 P 1                                     [illegible]16.45
          504   1933        922      00 P 1                        73.04         73.04
          504   1933        923      00 P 1                       614.93      5,652.76
          504   1933        926      00 P 1                                   2,842.43
          504   1933        950      00 P 1                        12.77        303.33
          504   1933        9[illegible]0      00 P 1                       527.70      1,723.98
                            TOT         P1        284.82        8,939.81     34,858.17
                       ** JOB TOTALS **           284.82  **    8,939.81  ** 34,858.17  **

[illegible]      CONT NO        FA PROJ NOS RS  601001 100                               00     STATE
          505   1916        296      00 N 9                       146.11      1,932.92CR
          505   1916        297      00 N 9                                     884.66
          505   1916        298      00 N 9                       146.11CR    1,048.26
          505   1916        905      00 P 1                                     127.23
          505   1916        905      00 N 1                                       9.23
          505   1916        906      00 P 1                         1.80CR      298.09
          505   1916        906      00 N 1                         1.80          1.80
          505   1916        914      00 P 1                                     133.98
          505   1916        920      00 P 1                                      32.61
          505   1916        921      00 P 1                                     448.72
          505   1916        926      00 P 1                                     299.85
                            TOT         P1                          1.80CR    1,340.48
                            TOT         N1                          1.80         11.03
                       ** JOB TOTALS **                   **                ** 1,351.51  **

BEAVER CR(MCDONALD RD) BR      CONT NO   FA PROJ NOS RS  394002 100                 00     STATE
          505   1917        296      00 N 9                       244.65      2,210.53CR
          505   1917        297      00 N 9                                     465.35
          505   1917        298      00 N 9                       244.65CR    1,755.18
          505   1917        905      00 P 1                                     103.34
```

State Costs

Section Youngs River Falls Bridge Programming Estimate $

Highway FAS A 733 Project Length

County Clatsop Completion Time

Kind of Work Grad, Pave, Structure

Prefix 504-1933 FA Project No. RS-A733(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 297025.00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	400	
Permanent Pavement Striping	200	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	500	
State Furnished		$ 1100
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 298,125.00
Contingencies (4-1/2%)		13,415.63
Engineering (9 %)		26,831.25
~~SUBTOTAL~~		$
~~Credit for~~		
Estimated Net Authorization, Construction		$ 338,371.88

APPROVED

Road Design Engineer

8979

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

April 26, 1979

REGION 2 ENGINEER
RECEIVED
MAY 3 1979
☐ RLE ☐ [illegible]
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ [illegible]
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ [illegible]

To: Mr. C. O. Fredrickson
Region 2 Engineer
Transportation Bldg
Salem, Oregon 97310

From: John Dooley, Roadmaster
P O Box 179
Astoria, Oregon 97103

Subject: Review-Youngs River Falls Bridge Plans

Dear Sir,

Having reviewed sheets 1 through 5 of the Drawings, Mr. Homer Tunks, Acting County Engineer advises me that the plans are in order. The cost figures are in the ball park. My only comment would be to proceed with the project.

Very truly yours,

John Dooley

John Dooley, Roadmaster

5/4/79
Plans forwarded to Bridge Section

JD:11

cc D.O. Christensen

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
ICE ☑ FAE ☐ OPE ☐
[illegible] 1979
Reynoldson
File: PM EA
LG OP
TAA Reynoldson

8999 1

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

April 25, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P O Box 300
Salem OR 97308

Youngs River Falls Bridge
Youngs River Loop Road
Clatsop County
Bridge 11170A

Attached is a copy of a letter from Clatsop County indicating that they will not use salt on their roads and that the subject structure is not in a marine environment.

We request approval to not include a waterproof membrane on the subject structure.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Asst. Bridge Engineer

Attachment

cc E. S. Hunter
D. H. Moehring

RECEIVED
TECHNICAL SERVICES
APR 26 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREGON

8999

INTEROFFICE MEMO

TO: Mr. C. O. Fredrickson
Region 2 Engineer

FROM: T. G. Thompson
Supervising Structural
Design Engineer

DATE: April 12, 1979

SUBJECT:
YoungsRiver Falls Bridge
Youngs River Falls Br. Sec.
FAS A733
Clatsop County
Bridge 11170A

Enclosed are two reduced prints of drawings 34169 through 34173 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$119,300
Structure(s)	156,700
Engineering & Contingencies	55,200
TOTAL	$231,200

It is planned to call for bids on this section on July 26, 1979.

Please make a field review and return one set by May 1, 1979 with your comments and/or corrections noted thereon.

SKS:dh
Enclosures

cc John Dooley
(Clatsop Co. Roadmaster) /w/ 2 sets encls.

H. A. Schell /w/ 2 sets encls.
Specs Unit /w/ 1 set encls. plus estimate sheet (unchecked) and designer's notes
Construction /w/ 1 set encls.
Utility Unit /w/ 1 set encls.
County-City Unit
Road Design /w/ 1 set encls.
Chet Anderson /w/ 1 set encls.

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM
LGE FAE ☐ OPI
APR 13 1979
N KM
File: PM FA
TAG Reynolds LG OP

81-125-1387

8999

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12/27/78	CC~~1950~~ 1953		504-1933

BILL TO: Code:

Clatsop County Board of Commissioners
Courthouse
Astoria, Oregon 97103
Attn: Mr. John Dooley-Co. Roadmaster P.O. Box 179

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the $\overset{R/W}{PE}$ for the Young's River Falls Bridge Section FAS A733			

Advance Deposit Amount	$ 1,325.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 1,325.00
Transfer to Highway Fund	$ 1,025.00
Refund Due	$

Amount Due . . . . . $

Submitted by:
Harold Reynoldson
Harold Reynoldson

Partial or final request for billing

Approved:
Gerald Wimer
Gerald W. Wimer

Number of the previous request in connection with this service.

SP*35736-73

8999

November 29, 1978

Clatsop County
Board of Commissioners
Courthouse
Astoria, Oregon 97103

Attn: Mr. John Dooley
County Roadmaster

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the right-of-way phase of the Young's River Falls Bridge Section FAS A733 project #RS-A733(2).

Financial sharing of the preliminary engineering is:

Total P.E.	$18,600.00
Federal Funds	15,950.00
Balance	$ 2,650.00

Local Share:
½ of $2,650.00 = $1,325.00

Rec'd 12/18/78
Told Phil Stearns

Please make your check in the amount of $1,325.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald W. Wimer

Gerald W. Wimer
Local Government Manager

GW:dms

bc w/AD#546: Vern Skoog-Please return completed AD#546 when check is received.
Region 2 Federal Aid Engineer Phil Stearns

8999

1

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-16-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-A-733(2)

STATE PROJECT NO. See below

COUNTY NAME Clatsop

PROGRAM NO.

ITEM NO. 70330

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 11-16-78

FEDERAL ROUTE NUMBER Secondary A733

STATE ROUTE NUMBER County Road

GENERAL LOCATION: Young's River Falls Bridge Section

GENERAL DESCRIPTION OF WORK: Right of Way Acquisition

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

TEC NTE $18,600 -
F.F. $15,950

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11-6-78, you are authorized to proceed with all phases of right of way acquisition.

Federal participation is limited to that right of way actually incorporated in the final location.

NOTED
F. B. KLABOE

11-17

DATE 11-16-78

SIGNATURE OF APPROVING OFFICIAL B.K. Green

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

7799

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-15-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-A733(1)

STATE PROJECT NO. See below

COUNTY NAME Clatsop

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70330

8

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-19-78

FEDERAL ROUTE NUMBER Secondary A733

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Young's River Falls Bridge Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including Utility preparatory work
TEC NTE $10,000 - F.F. $8,580
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 10-25-78 letter. Final Negative Declaration approved 10-19-78.

NOTED
F. B. KLABOE

11-17

DATE 11-15-78

SIGNATURE OF APPROVING OFFICIAL G K Lossner

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

8999

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 6, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 70330
Project No. RS-A733(2)
Youngs River Falls Bridge Section
Clatsop County

Enclosed is data for the subject project.

We hereby request the following:

1) Authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $18,600 with an obligation of $15,950 in federal funds. No relocation assistance is involved.

CL:dmc
cc: F. Lowe
H. Reynoldson

W

Bo

Budget Bureau No. 41-R2067

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. November 6, 1978

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
2		Co. Rd., Approx. 8 miles S. E. cf Astoria		DHV 30 250	N/A	98	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	UA CLASSIF. (70)	UA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	PROJECT NUMBER NUMBER 7
3	Right-of-Way Acquisition								RS-	A733

CARD

CLASS OF FEDERAL FUNDS: Rural Secondary

NAME OF URBAN AREA 17-34: ---

COUNTY NAME: Clatsop

ROUTE NO. S | FEDERAL-AID A733 (32) | STATE Co. Rd. (36) | (37) U.S. --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	CLASS 42	WORK TYPE 43 46	WORK STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
5					PE							
5					ROW		"Youngs River Falls Bridge Section"	0.53	18,600	15,950	1,325	1,325
5					CONST (CODE)							

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST (16) (23)	FEDERAL FUNDS (24) (33)	STATE FUNDS	OTHER FUNDS
1	1	CL		0.53	18,600	15,950	1,325	1,325
1	14	PROGRAM APPROVAL DATES: October 13, 1978						

REMARKS: Additional Data: See Project No. RS-A733

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

November 6, 1978

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. Rd., Approx. 8 miles S. E. of Astoria		DHV 30 250	N/A	98	10	Oregon	41	075	70330

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
equisition								RS-	A733	(2)		

COUNTY NAME Clatsop CODE 007

ROUTE NO. S FEDERAL-AID A733 STATE Co. Rd. U.S. --

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								
OW		"Youngs River Falls Bridge Section"	0.53	18,600	15,950	1,325	1,325	ROW-60' minimum; Access Control-none; Parking Restrictions-None.
NST ODE)								
		CL PROJECT TOTALS	0.53	18,600	15,950	1,325	1,325	

OVAL DATES October 13, 1978

REMARKS Additional Data: See item 70330;
Project No. RS-A733(1).

over

USCOMM DUSCOMM-DC 48905-P61

YOUNGS RIVER FALLS BRIDGE SECTION
PROJECT NO. RS-A733(2)

Remarks continued-

Project Data: Work under this project consists of right-of-way acquisition all phases for the future construction on revised alignment of a reinforced concrete bridge and approach roadways.

FHPM 7-7-2 Requirements: Final negative Declaration approved by FHWA on October 19, 1978.

FHPM 7-7-5 Requirements:
a) Public Hearings--Held on May 24, 1978.
b) Location/Design--Approval granted by approval of the Final Negative Declaration on October 19, 1978.

Note: 1) This project is in Congressional District No. 1.
2) No relocation assistance is involved.
3) Included in 6 year Highway Improvement Program on page 43 and in schedule of contract lettings on page 15 item No. 8.
4) P.E., R/W & Const. received program approval on December 9, 1976 and initial authorization for P.E. given August 15, 1977.

1999 2

STATE OF OREGON 1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 25, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Study Report
Project No. RS-A733(1)
Youngs River Falls Bridge Section
Youngs River Loop Road
Clatsop County

Attached for your information is a copy of the study report with supporting documents for the subject project to aid you in your evaluation to determine if the final Negative Declaration adequately addresses the proposed location/design.

Upon FHWA's adoption of the final Negative Declaration which constitutes location/design approval, we request authorization to proceed with the portion of preliminary engineering under Project No. RS-A733(1) necessary to obtain PS&E approval at an estimated total cost of $10,000 with obligation of $8,580 in Federal funds.

JLG:pf
Attachment

cc: [redacted]
E. S. Hunter
F. E. Terpin
Gary Potter
J. H. Versteeg
R. W. Ellison
C. O. Fredrickson (Region 2)
W. Wakerlig

RECEIVED
STATE HWY ENGR
OCT 26 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H.C. COULTER

8797 2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 10, 1978

FILE:

FROM: F.E. Terpin
Location Engineer F.E.T.

SUBJECT: Youngs River Falls Bridge Section
Youngs River Loop Road
Clatsop County

TO: E.S. Hunter, Manager
Office of Technical Services

Herewith study report on subject section which has been reviewed and approved by Region 2 Engineer.

If you agree with our conclusions, please approve the report and return the entire package to this office for further distribution.

DB:jp
Attach

cc W.N. Hackleman

APPROVED
E S Hunter
E. S. Hunter
Date 10-11-78

RECEIVED
TECHNICAL SERVICES
OCT 11 '78
REFER TO
FOR

Info	Inves	R/D	C/R	Sign	Act	File

RECEIVED
OCT 11 1978
LOCATION
SECTION

YOUNGS RIVER FALLS BRIDGE SECTION
YOUNGS RIVER LOOP ROAD
FAS A-733 - CLATSOP COUNTY

STUDY REPORT

The project is located near Mile Point 8 on the Youngs River Loop Road, a county road that roughly parallels both sides of the Youngs River between Astoria on the north and Youngs River Falls on the south.

Preliminary studies indicate only one build alternate is feasible within the constraints of the terrain, the estimated traffic for the route and the available funding.

The no-build alternate, maintenance and repair of the existing bridge, was also studied. However, this is not considered prudent because the 64-year-old bridge has deteriorated to a point where only major reconstruction would return it to an acceptable condition.

The build alternate consists of replacing the existing substandard bridge and trestle along with widening and realigning the approach road on each side of the bridge for a total length of 0.31 mile.

The existing steel pony truss bridge, constructed in 1914, has a 16-foot wide, 80-foot-long main span and 86 feet of timber trestle and is restricted to a 10-ton load limit. The roadway leading to the bridge is a 16-foot concrete surfaced road with narrow gravel shoulders. There are also sharp curves at each end of the structure.

The proposed facility will be two lanes with 28 feet of paved surface. The new concrete structure will be located immediately upstream of the existing bridge and the realignment will decrease the curvature of the two curves nearest the bridge ends. The new bridge (65 feet) and trestle (105 feet) will provide a waterway opening equal to that of the existing bridge.

The project will be constructed in two stages. Stage 1 will include construction of the new bridge and temporary connections to the existing road plus removal of the existing bridge. Stage 2 will include the road widening and realignment.

During Stage 1 construction, the road would be closed to through traffic. This closure should not create out-of-direction travel as the bridge site is near the southernmost portion of the loop and driving distances to Astoria are about the same in either direction. It could, however, cause some inconvenience to persons living west of the river who wish to travel east along State Route 207, or to those persons living east of the river who wish to travel south along US 101.

Following are some impacts that could result from implementation of the project:

Roadway capacity and safety would be improved.

Vehicle size and weight would not be restricted.

Minor out-of-direction travel.

Minor impact on river habitat during construction.

Conversion of private land to public use as right of way.

Minor encroachment on the floodplain.

Potential for some erosion; proper construction methods will minimize the impact.

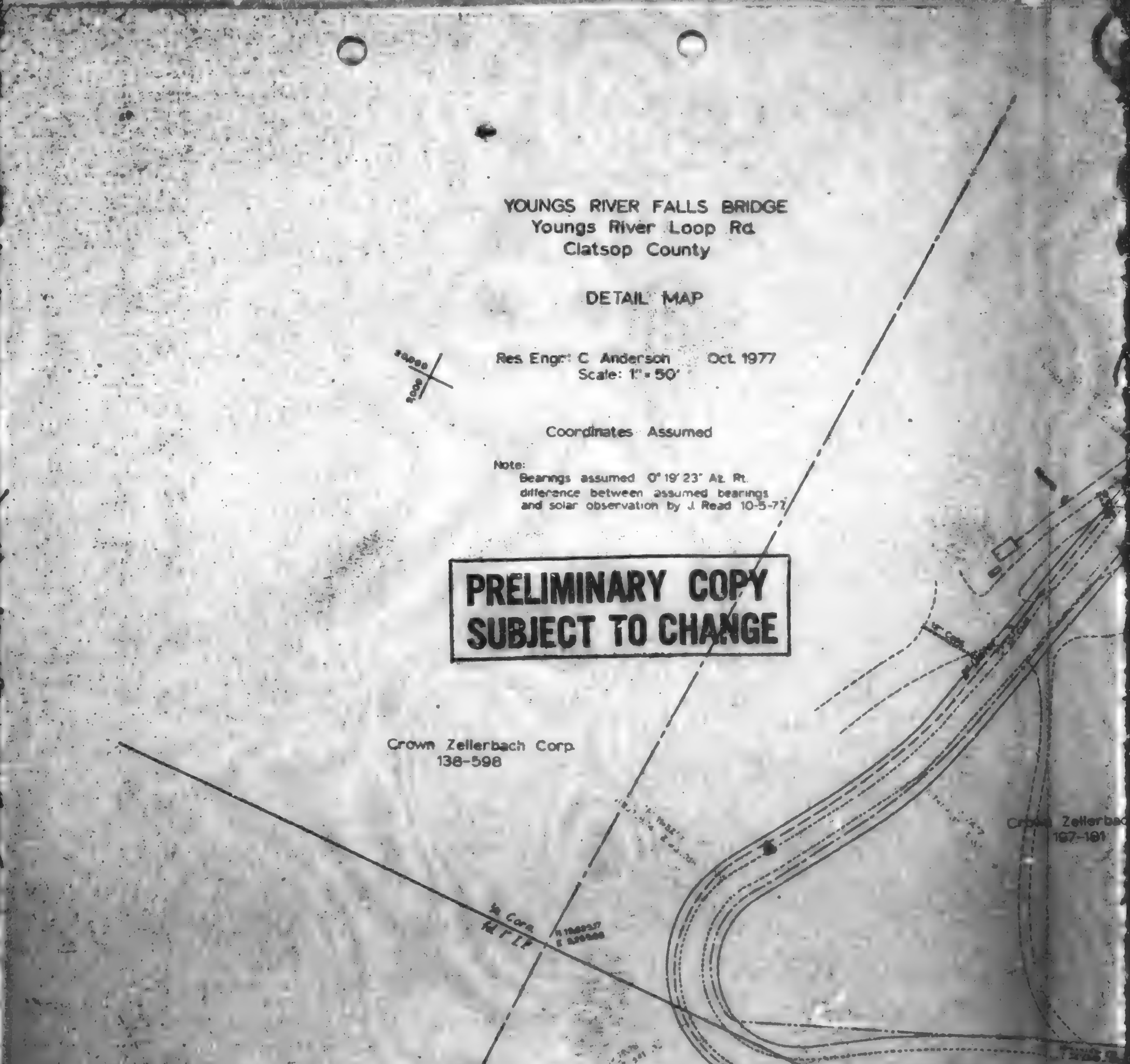
Noise and air pollution will be minor as the area is relatively uninhabited and the project should not generate additional traffic.

The project was presented to the public at a hearing held in the Olney Grange Hall at 7:30 p.m., on May 24, 1978. Two persons were present, Mr. Don Corkill, Chairman of the Clatsop County Commission, and Mr. Don Tucker, Water Superintendent of the Lewis and Clark Water District. Neither person elected to testify.

Considering that impacts associated with the proposed action are insignificant or can be satisfactorily mitigated, and that implementing the proposed action would not have a significant impact on the quality of the human environment, it is recommended that the project, as proposed, be approved as the location and design of the Youngs River Falls Bridge Section of the Youngs River Loop Road, FAS A-733, Clatsop County, Oregon.

DB:jp
Attachments
  Transcript
  Hearing map
  Detail map
  Profile

8-10-78



YOUNGS RIVER FALLS BRIDGE
Youngs River Loop Rd.
Clatsop County

DETAIL MAP

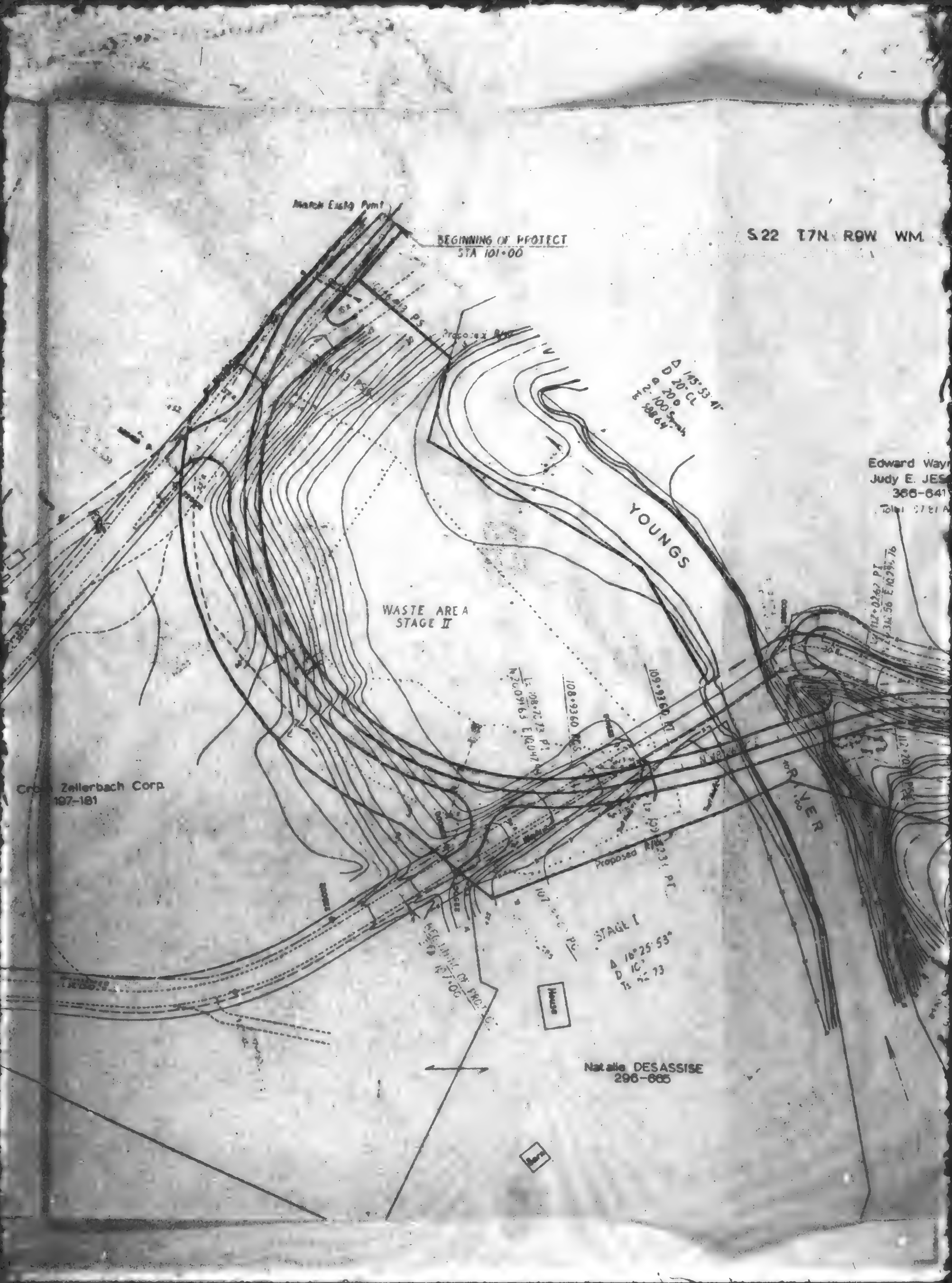
Res. Engr: C. Anderson Oct. 1977
Scale: 1" = 50'

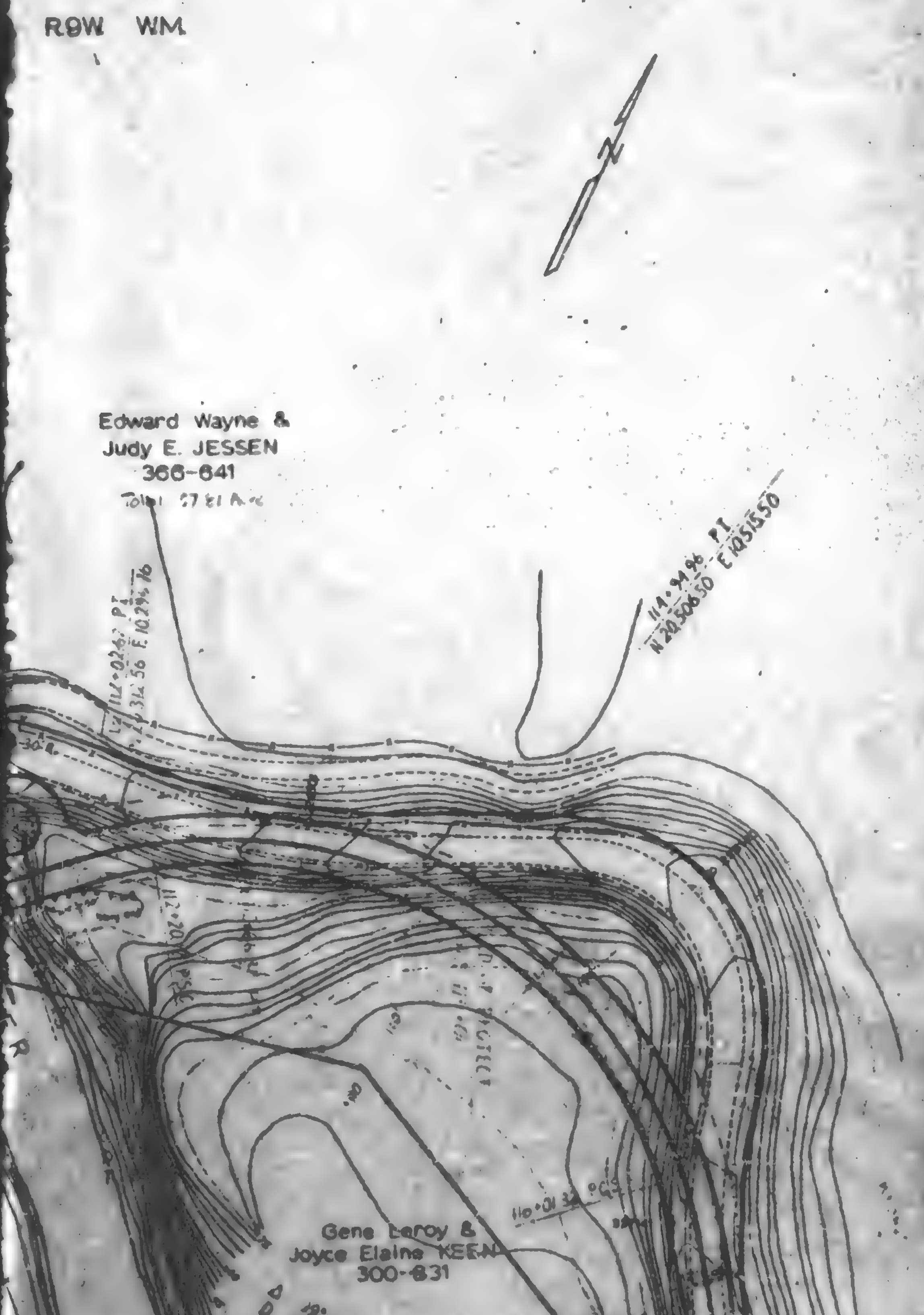
Coordinates Assumed

Note:
Bearings assumed 0° 19' 23" Az. Rt. difference between assumed bearings and solar observation by J. Read 10-5-77

PRELIMINARY COPY
SUBJECT TO CHANGE

Crown Zellerbach Corp.
138-598
Crown Zellerbac
197-181
City of Astoria
123-588
N 1+52.77 P.I.
N 1951.00 E 2980.61
Cor.


Match Exstg Pvmt
BEGINNING OF PROJECT
STA 101+00
S.22 T7N R9W WM
Proposed R/W
Δ 145°53'41"
D 20° CL
R 200
T 2.100
388.64
Edward Way
Judy E. JES
366-641
YOUNGS
RIVER
WASTE AREA
STAGE II
108+93.60
109+93.60 PT
Crown Zellerbach Corp
187-181
Proposed R/W
STAGE I
Δ 18°25'53"
D 10°
Ts 93.73
House
BEGINNING OF PROJECT
107+00
Natalie DESASSISE
296-665
Barn


ROW WM.
Edward Wayne &
Judy E. JESSEN
366-641
Total 57.81 Acres
114+02.62 PT
114+94.96 PT
N 20,506.50 E 10,515.50
Gene Leroy &
Joyce Elaine KEEN
300-831
19°04'
21°15' CR
25.0
2-85 Spirals
359.84'
110+01.32 PCS
116+86.32 PT
Match Existg Pvmt
END OF PROJECT
STA 117+50

Sta 103+20 Lt
Const Rd. Approach

Sta. 103+60 Rt
Const Rd. Approach

Sta. 107+82
Inst 18-Inch Conc Culvert - 70L.F.
Const Slope Protection - 4 C.Y.

Sta. 108+07 Rt.
Const Rd. Approach

Sta. 109+20 To Sta. 109+70 Lt & Rt.
Inst Type 3 Guard Rail - 100 L.F.
Inst Type 2 Anchor - 2
Inst Type B End Pieces - 2

Sta. 109+70 To Sta. 111+50
Const Bridge

Sta. 111+50 To Sta. 112+00 Lt & Rt.
Inst Type 3 Guard Rail - 75 L.F.
Inst Type 1 Anchor - 1
Inst Type B End Piece - 1

Sta. 111+70 Lt.
Const Rd. Approach
Inst 12-Inch Conc Culvert - 28 L.F.

Sta. 116+63 Rt.
Extend 12-Inch Conc Culvert - 10 L.F.

Sta. 108+07 To Sta. 103+50 Rt.
Inst Type 1 Fence - 293 L.F.

Sta. 112+00 Rt.
Inst 18" Conc Culvert - 12 L.F.

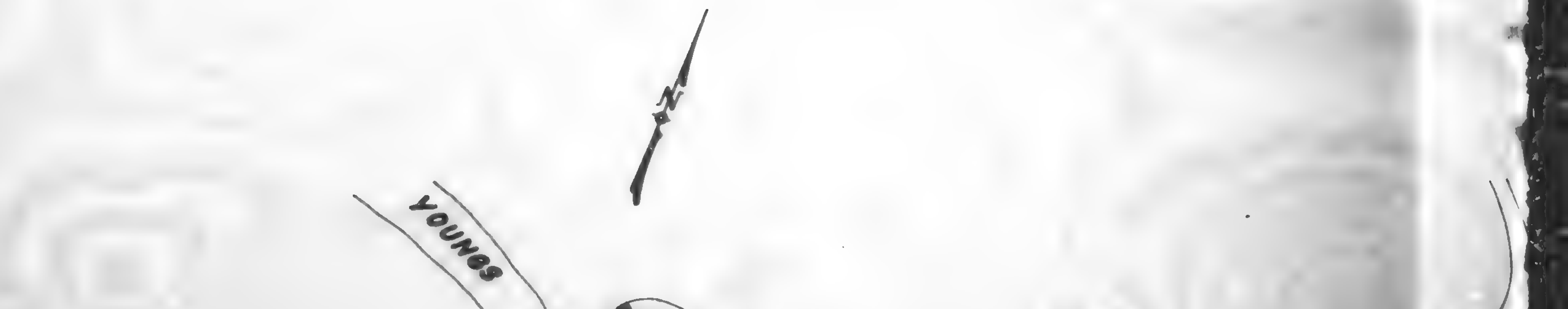
PRELIMINARY COPY
SUBJECT TO CHANGE

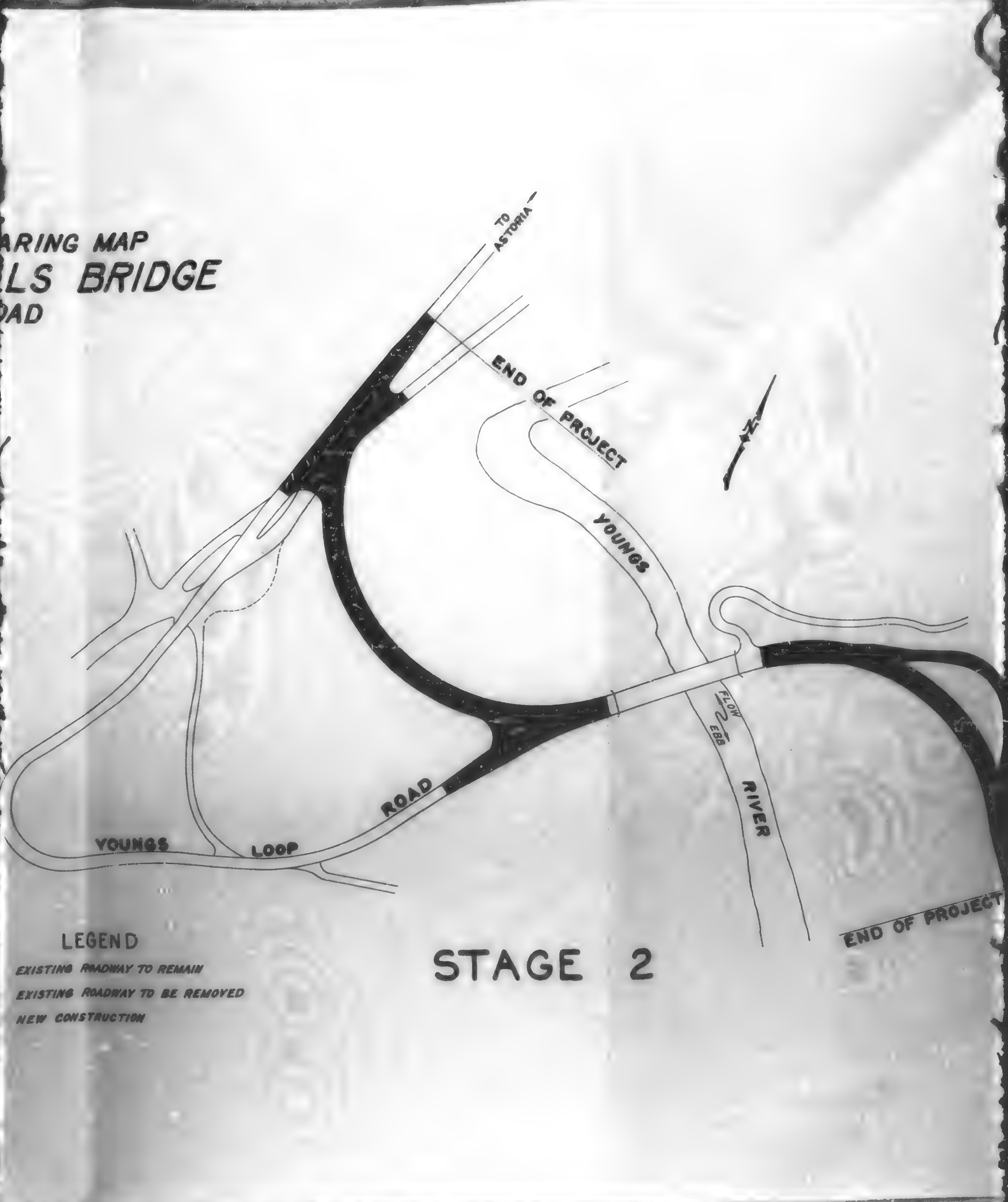
CORRIDOR-DESIGN HEARING MAP

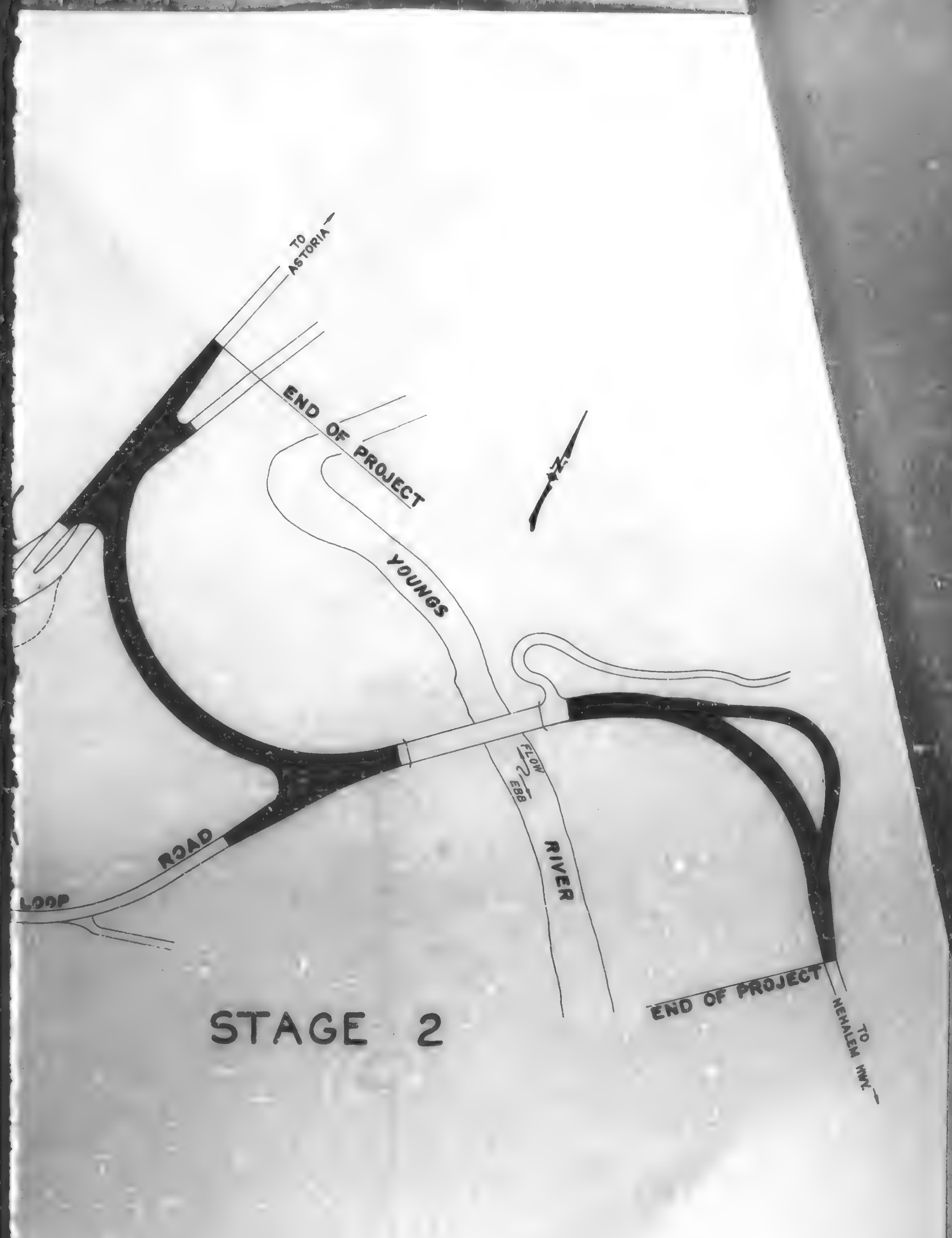
YOUNGS RIVER FALLS BRI

YOUNGS LOOP ROAD

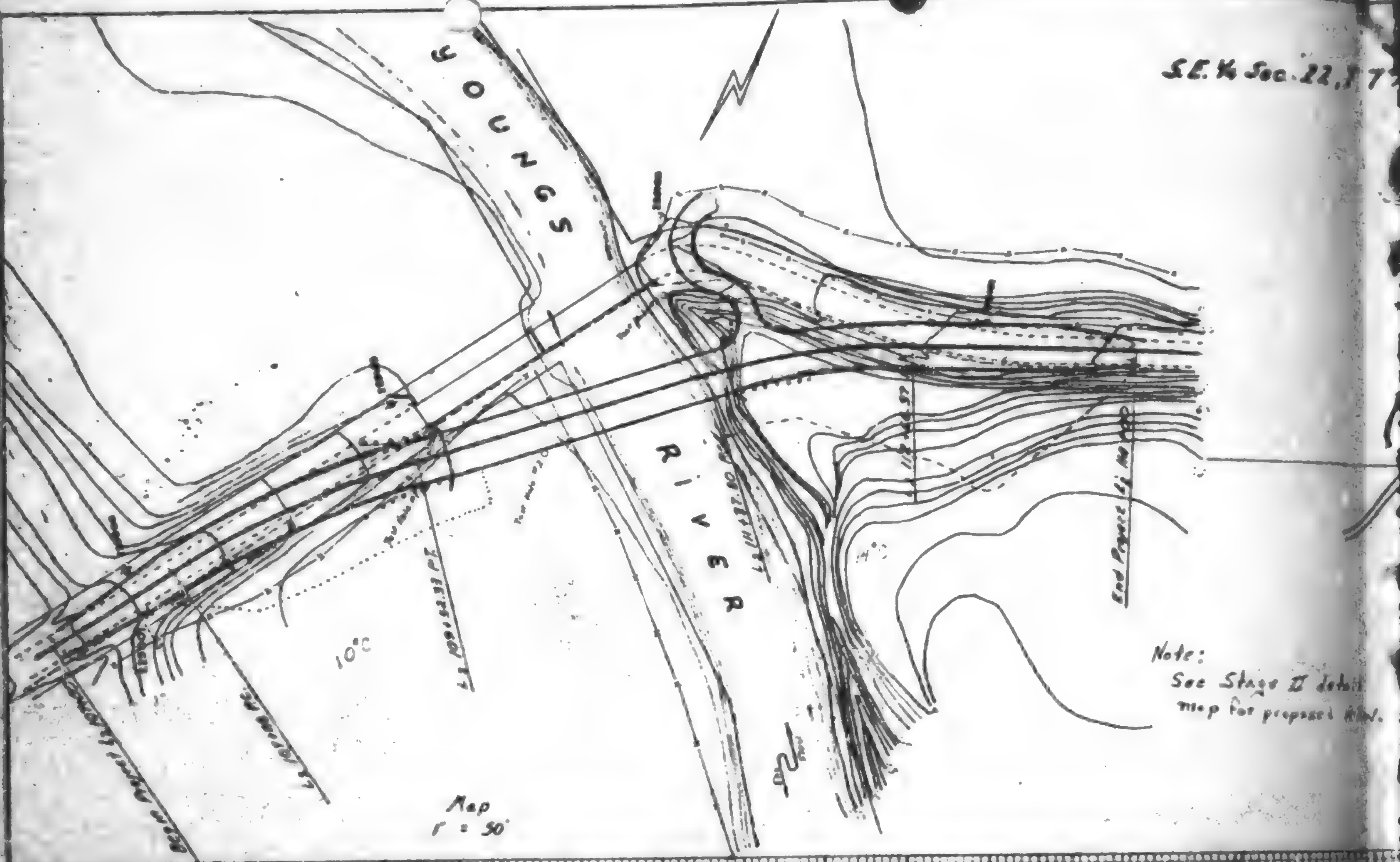
CLATSOP COUNTY
FEB. 1978

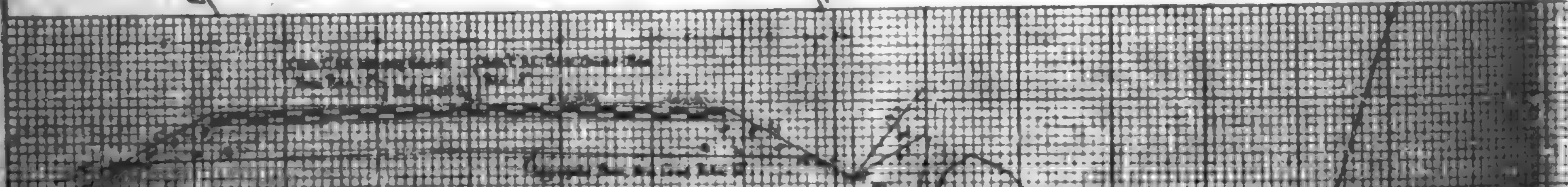

N
YOUNGS
FLOW
EBB
RIVER
END OF PROJECT
END OF PROJECT
YOUN
STAGE 1
LEGEND
EXISTING ROADWAY T
EXISTING ROADWAY
NEW CONSTRUCTION


ARING MAP
LS BRIDGE
OAD
TO ASTORIA
END OF PROJECT
YOUNGS
FLOW
EBB
RIVER
ROAD
YOUNGS
LOOP
END OF PROJECT
LEGEND
EXISTING ROADWAY TO REMAIN
EXISTING ROADWAY TO BE REMOVED
NEW CONSTRUCTION
STAGE 2


TO ASTORIA
END OF PROJECT
YOUNGS
RIVER
FLOW
EBB
LOOP
ROAD
END OF PROJECT
TO NEHALEM HWY.

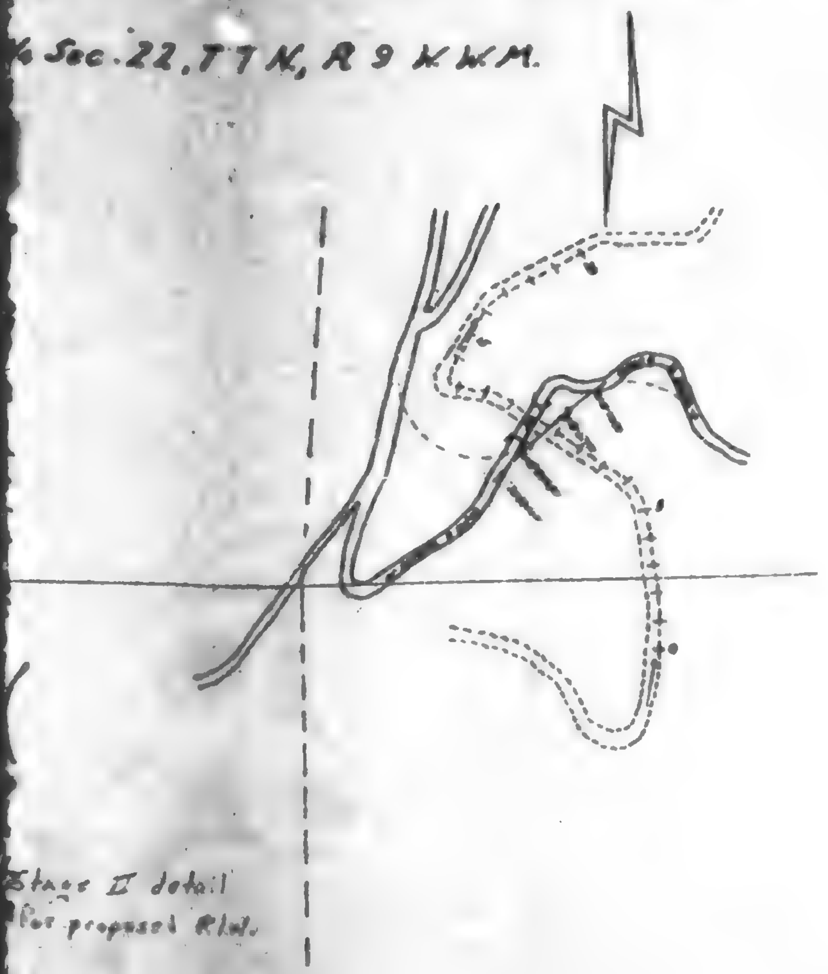
STAGE 2


S.E. ¼ Sec. 22, T. 7
YOUNGS
RIVER
10°C
Note:
See Stage II detail
map for proposed Rbl.
Map
1" = 50'


TYPICAL SECTION

FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TO SHE
10	OREGON			

Sec. 22, T 7 N, R 9 W W.M.


Stage II detail
for proposed Rlal.

Stage 1

YOUNGS RIVER FALLS BRIDGE

VICINITY MAP

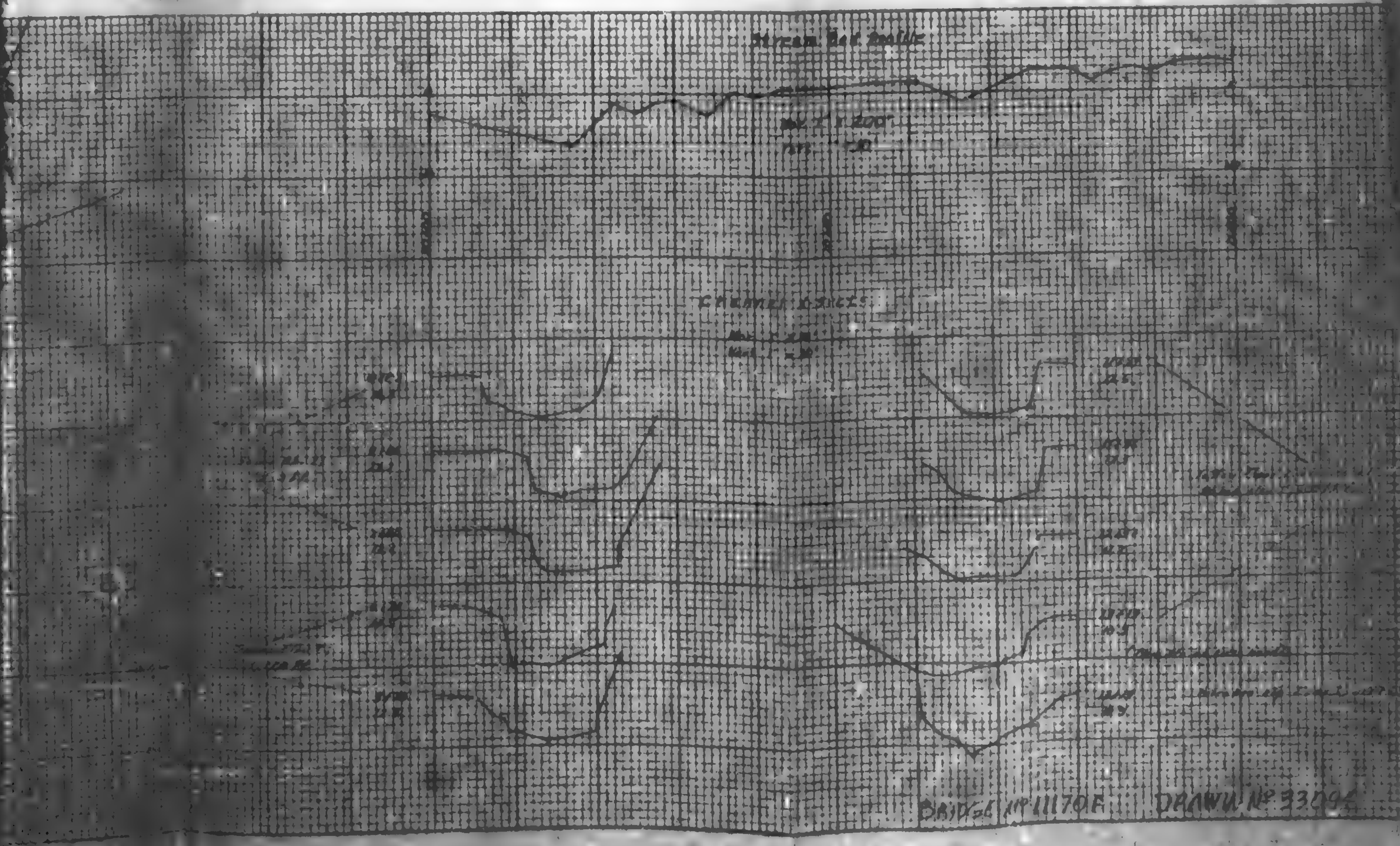
CLATSOP COUNTY

Resident Engr. C. Anderson

Nov 1977

PRELIMINARY COPY
SUBJECT TO CHANGE

Approximate ... profile, elev. ...
Affected by tidal action



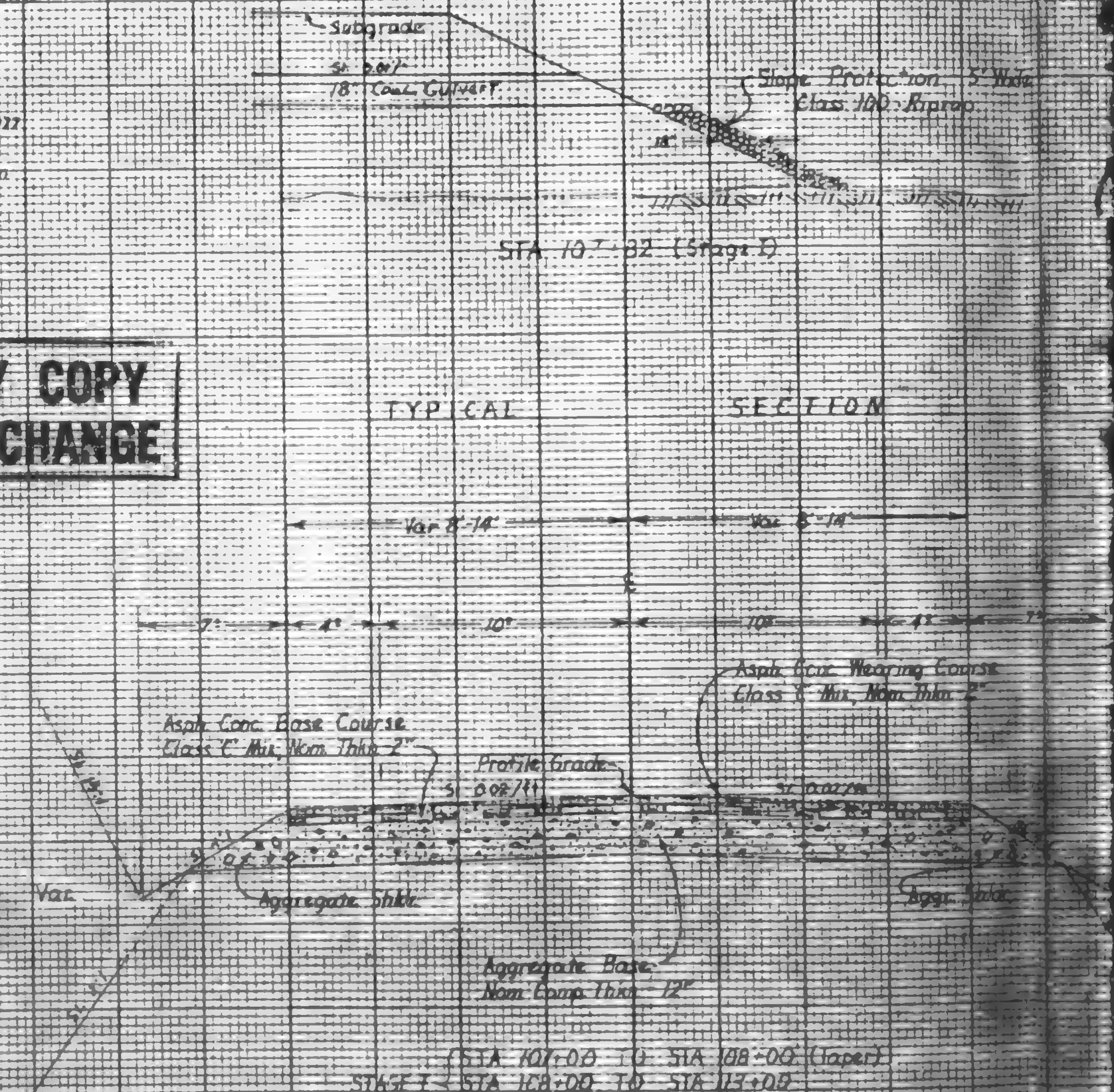
BRIDGE Nº 11170F DRAWN Nº 33094

YOUNGS RIVER FALLS BRIDGE
Youngs River Loop Road
Clatsop County
Pr. Eu. No. 504-1933

Res. Engr. C. Anderson Oct. 1977

"L" Line Profile, Superelevation
Chart & Typical Section

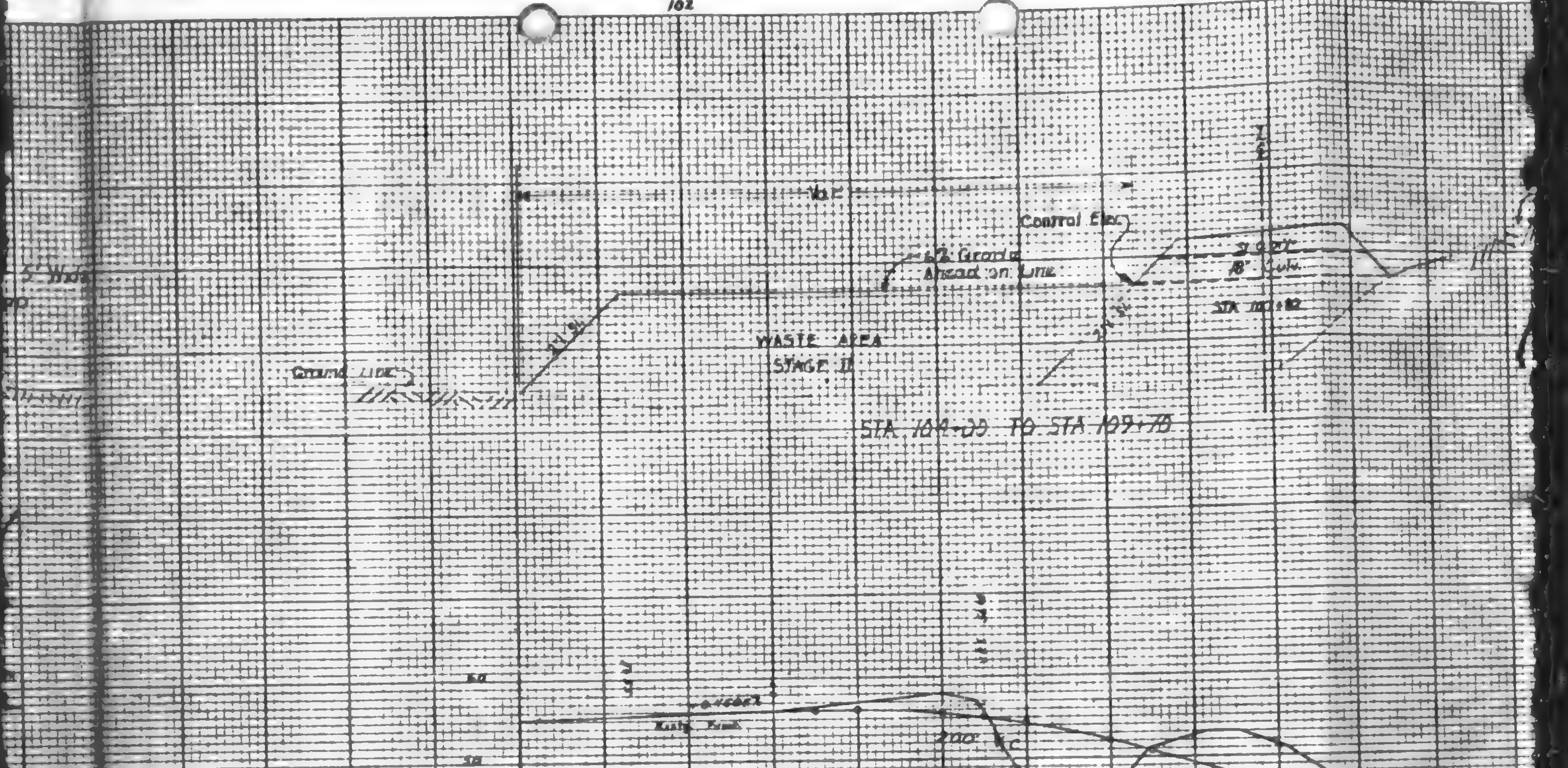
PRELIMINARY COPY
SUBJECT TO CHANGE

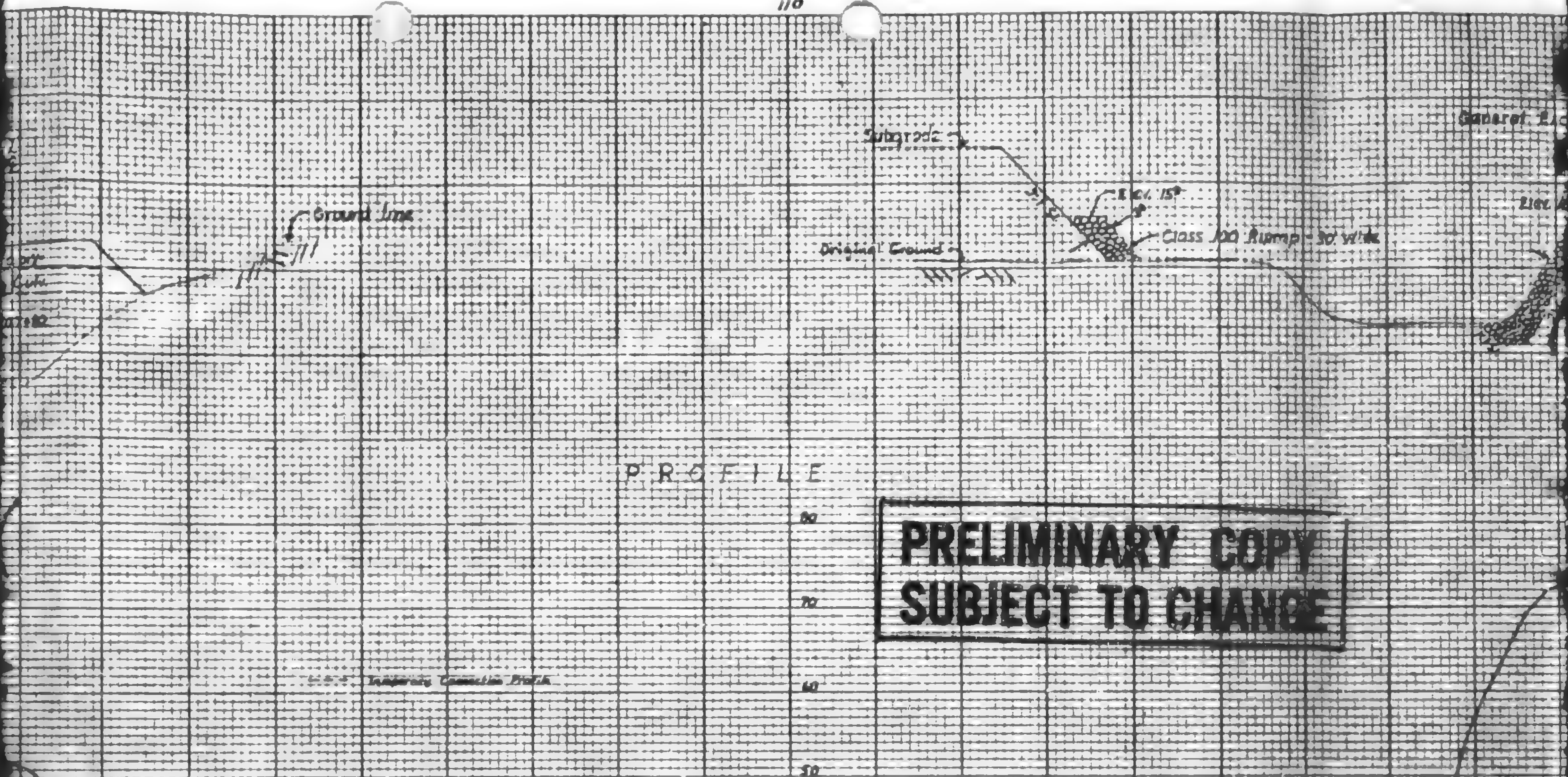


Subgrade
St. 0.01'
18" Conc. Culvert
Slope Protection 5' Wide
Class 100 Riprap
18"
STA 107+82 (Stage I)
TYPICAL SECTION
Var 8'-14'
Var 8'-14'
℄
7'
4'
10'
10'
4'
7'
Asph. Conc. Wearing Course
Class 'C' Mix, Nom. Thk. 2"
Asph. Conc. Base Course
Class 'C' Mix, Nom. Thk. 2"
Profile Grade
St. 0.02'/ft
St. 0.02'/ft
Var.
Aggregate Shldr.
Aggr. Shldr.
Aggregate Base
Nom. Comp. Thk. 12"

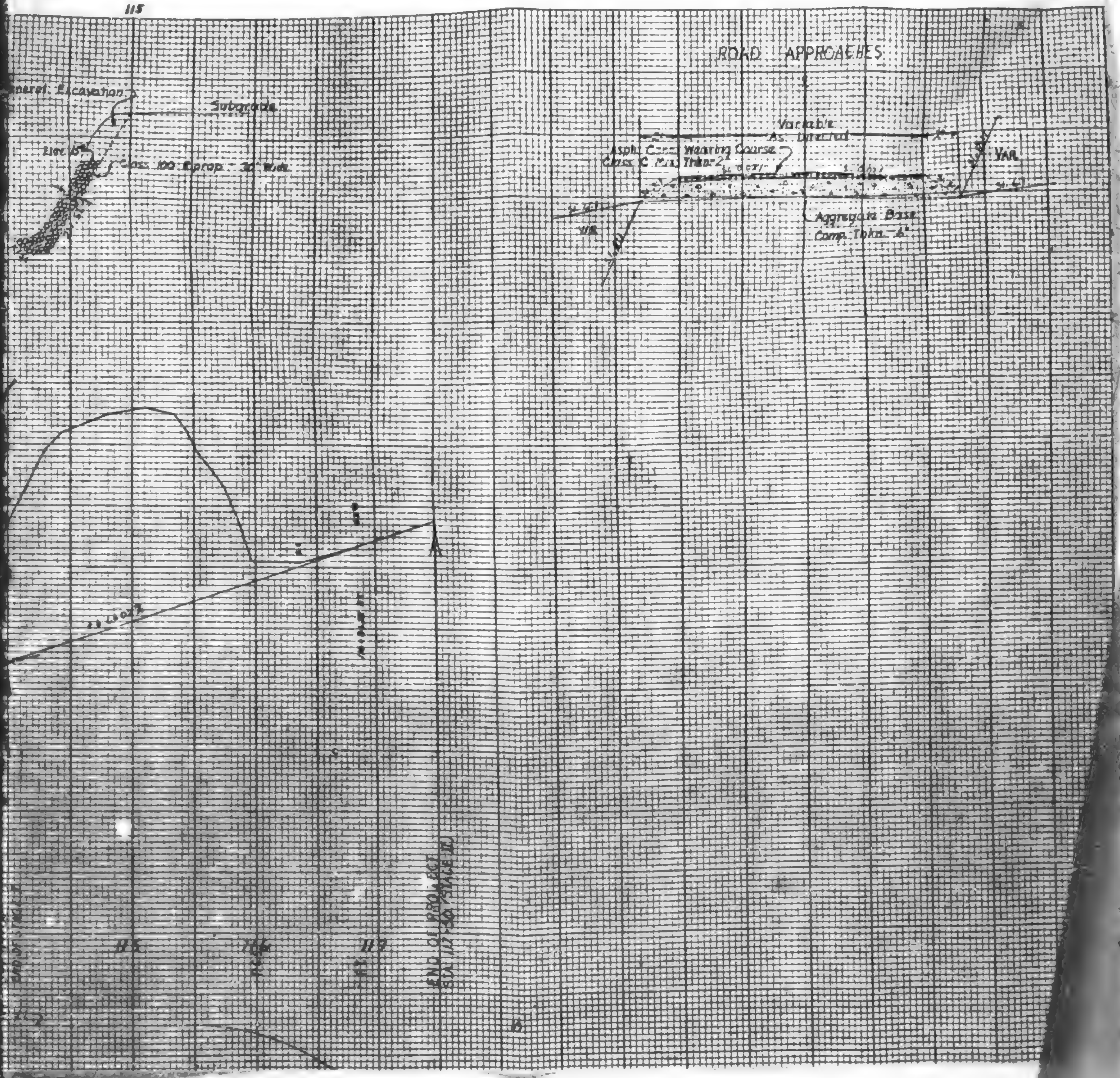
STAGE I
- STA 107+00 TO STA 108+00 (Taper)
- STA 108+00 TO STA 113+00
- STA 113+00 TO STA 114+00 (Taper)

STAGE II
- STA 101+00 TO STA 102+00 (Taper)
- STA 102+00 TO STA 116+50
- STA 116+50 TO STA 117+50 (Taper)


102
103
5' Wide
Control Elev.
1/2 Grade
Ahead on Line
18"
STA 107+82
WASTE AREA
STAGE II
Ground Line
STA 104+00 TO STA 109+70
Vac
200' VC
BEGINNING OF PROJECT
STA 101+00 (STAGE III)
102
103
104
105
106
101


110
Ground Line
Subgrade
Original Ground
Class 100 Rump - 30' wide
PROFILE
80
70
60
50
40
30
20
10
0
400' V.C.
Superelevation Chart
107
108
109
110
111
112
113

PRELIMINARY COPY
SUBJECT TO CHANGE


115
General Excavation
Subgrade
Elev. 15
Class 100 Riprap - 30' Wide
ROAD APPROACHES
Variable
As Directed
Asph. Conc. Wearing Course
Class C Mix Thkn. 2"
VAR.
Aggregate Base
Comp. Thkn. 6"
115
116
117
END OF PROJECT

8999

5

STATE OF OREGON

INTEROFFICE MEMO

C.O. Fredrickson

TO: Mr. John Sheldrake
Region 2 Engineer
Attention Mr. Phillip O. Stearns
Region Federal Aid Engr.

DATE: October 6, 1978

SUBJECT:
Youngs River Falls Bridge
Youngs River Falls Br. Sec.
Young River Loop Rd. FAS A733
Clatsop County
Bridge 11170A

FROM: T. G. Thompson
Supervising Structural
Design Engineer

Enclosed are four reduced prints of drawings 33876 and 33094 which are the preliminary plan and elevation and vicinity map for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$ Unavailable
Structure	165,400
Engineering & Contingencies	49,600 (Strs. only)
TOTAL	$ 215,000

Please use these prints to obtain the approval of the County and return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

It is planned to call for bids on this project on May 31, 1979.

SKS:smd

cc H. A. Schell /w/ 1 set encls.
Engineering /w/ 1 set encl.
County-City Unit
Environment Section (M.Banks) /w/ 1 set encl.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☑ CPE ☐
OCT 9 1978
File: PM FA
LG OP
TAA ______

8999 9-78 £

FINAL
NEGATIVE DECLARATION

YOUNGS RIVER FALLS BRIDGE
YOUNGS RIVER LOOP ROAD
CLATSOP COUNTY, OREGON

Oregon State Department of Transportation
Highway Division

September, 1978

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Project Purpose. 1

Project Alternatives 2

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Coordination with Public and Agencies. 12

Basis for Negative Declaration 14

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3	Proposed Bridge	1
4	Proposed Bridge	1
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FINAL NEGATIVE DECLARATION

Youngs River Falls Bridge
Youngs River Loop Road
Clatsop County, Oregon

Project Description

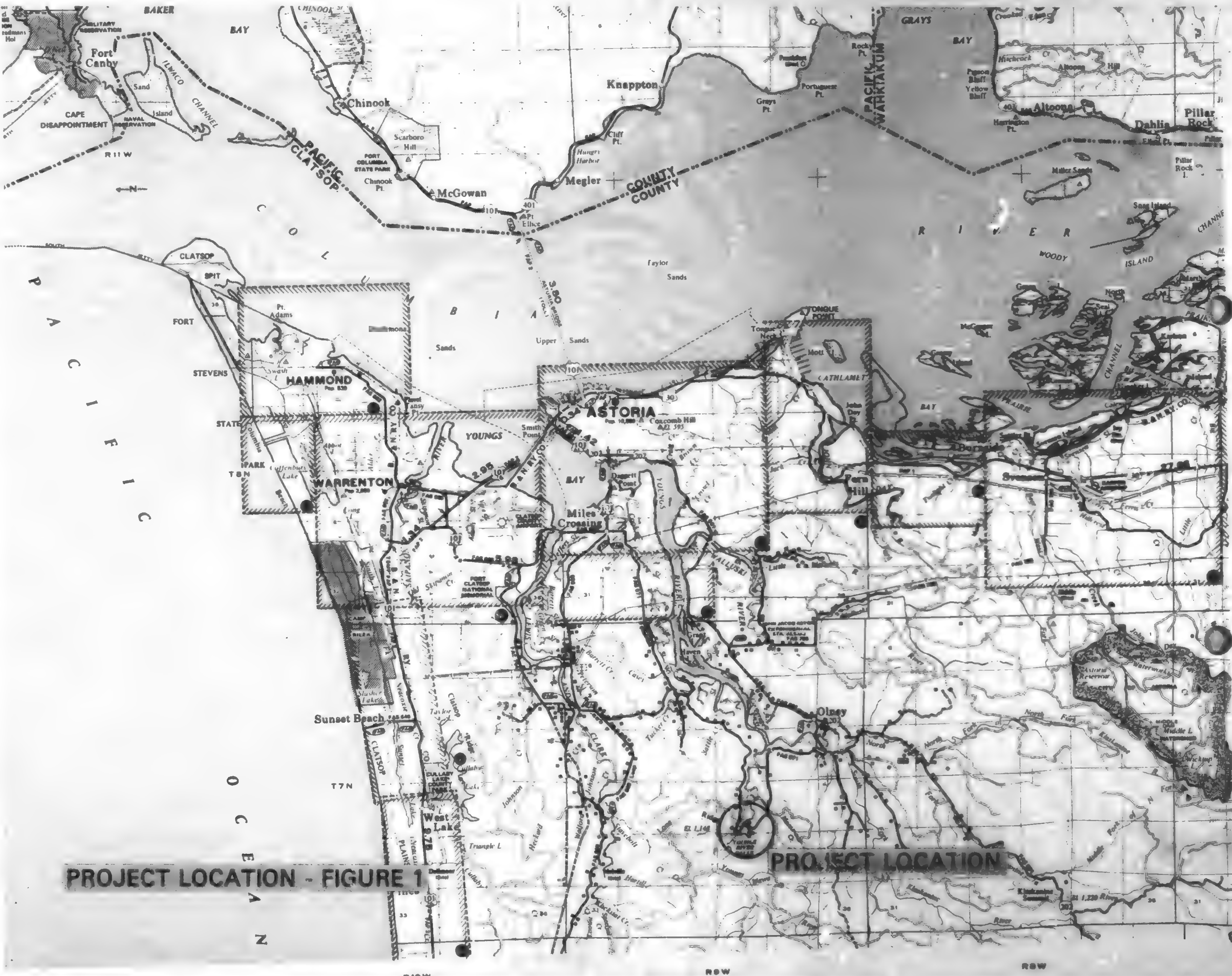
The proposed road realignment and bridge replacement project is located near mile post 8 on the Youngs River Loop Road, a county road that roughly parallels both sides of the Youngs River between Astoria on the north and Youngs River Falls on the south (See Figures 1 and 2).

The proposed project would replace the existing substandard bridge and trestle and improve the present road width, alignment, and grade for approximately 1400 feet, both east and west of the structure. The existing steel pony truss structure, constructed in 1914, is narrow (16 feet) and is restricted to a 10-ton load limit. The road serving the bridge is paved with a 16-foot-wide concrete surface with narrow gravel shoulders. The surrounding countryside is relatively uninhibited.

It is proposed to construct the project in two stages. The first stage will be to construct the bridge, with temporary connections to the existing road. The second stage would realign and widen the road so as to decrease the curvature of the two turns nearest the bridge. This stage would be implemented when funds are available (See Figure following page 4).

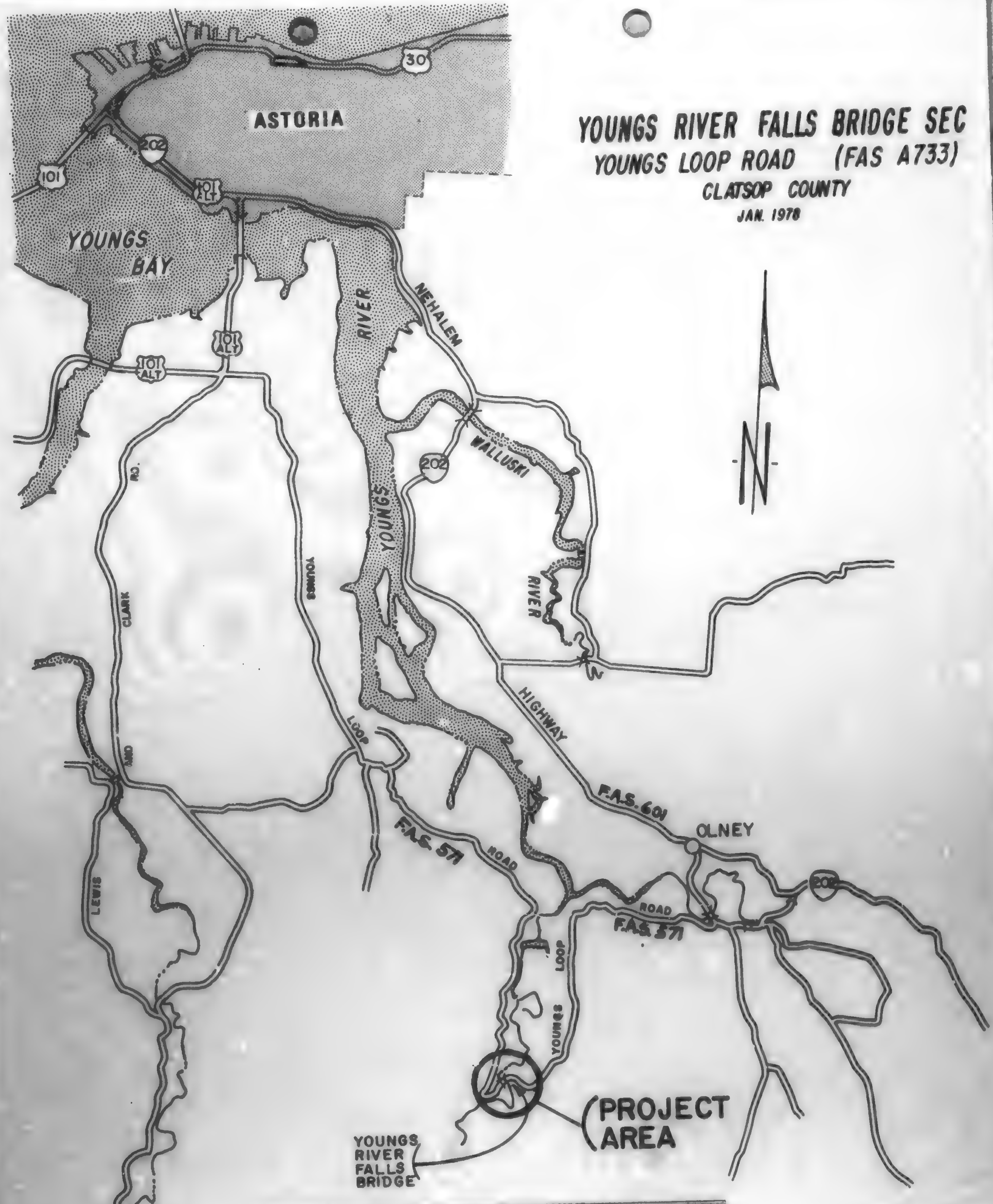
Project Purpose

The proposed project is to construct a new bridge to present standards immediately upstream from the existing structure and to widen the road and decrease the degree of curvature of the turns nearest the structure. This will improve both road capacity and safety in the river-crossing area. The bridge roadway travel width will be widened from 16 feet to 28 feet, and the approach



PROJECT LOCATION - FIGURE 1

PROJECT LOCATION
PACIFIC OCEAN
COLUMBIA RIVER
ASTORIA
WARRENTON
HAMMOND
FORT STEVENS STATE PARK
CLATSOP SPIT
Sunset Beach
West Lake
Miles Crossing
Olney
YOUNGS BAY
Tongue Point
CATHLAMET BAY
Knappton
Megler
McGowan
Chinook
Fort Canby
CAPE DISAPPOINTMENT
BAKER BAY
GRAYS BAY
Altoona
Dahlia
Pillar Rock
PACIFIC COUNTY
CLATSOP COUNTY
PACIFIC
WAHKIAKUM
WOODY ISLAND
Taylor Sands
Upper Sands
T8N
T7N
R10W
R9W
R8W
R11W


YOUNGS RIVER FALLS BRIDGE SEC
YOUNGS LOOP ROAD (FAS A733)
CLATSOP COUNTY
JAN. 1978
ASTORIA
30
202
101
101 ALT
YOUNGS BAY
YOUNGS RIVER
NEHALEM HIGHWAY
WALLUSKI RIVER
N
LEWIS AND CLARK RD.
YOUNGS LOOP ROAD
F.A.S. 571
F.A.S. 601
OLNEY
ROAD
YOUNGS LOOP
PROJECT AREA
YOUNGS RIVER FALLS BRIDGE

PROPOSED BRIDGE SITE - FIGURE 2

roads will be widened from 16 feet to 28 feet. The proposed bridge and trestle lengths (65 feet and 105 feet, respectively) will remain approximately the same for the combined length (See Figures 3 and 4).

Project Alternatives

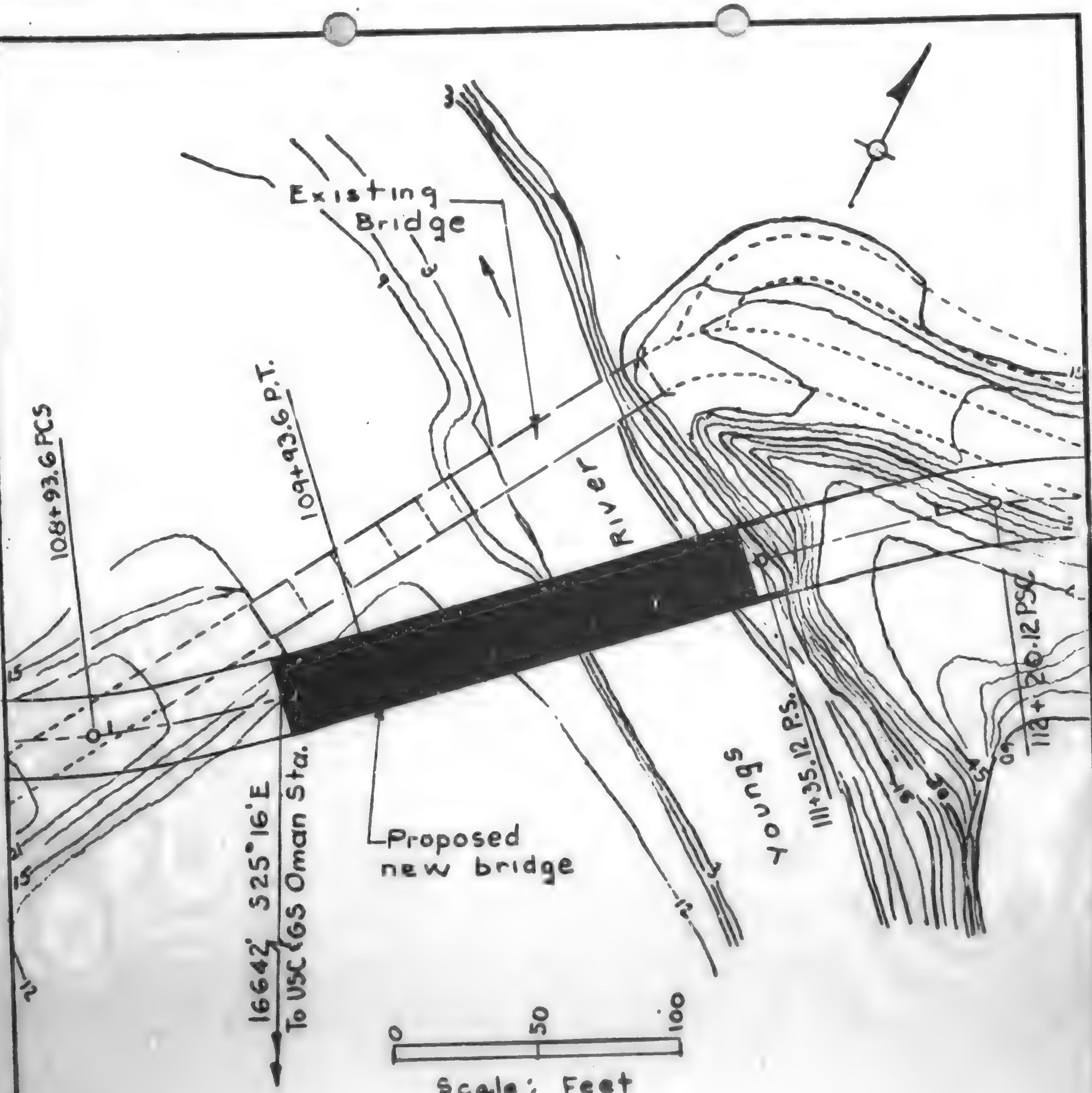
Preliminary engineering studies have indicated that only one build alternative is feasible within the constraints of the terrain, the estimated traffic for the route, and the available funding. The build alternative will improve both the vertical and horizontal alignments of both the bridge and the approach roads.

The no-build alternative is limited to maintenance and repair of the existing structure. This alternative is not considered prudent because the existing 64-year old bridge has deteriorated to where only major reconstruction would return it to an acceptable condition. The road at either end of the structure would likewise not be upgraded. Thus, the build alternative is being advanced for design approval and evaluation in this Negative Declaration.

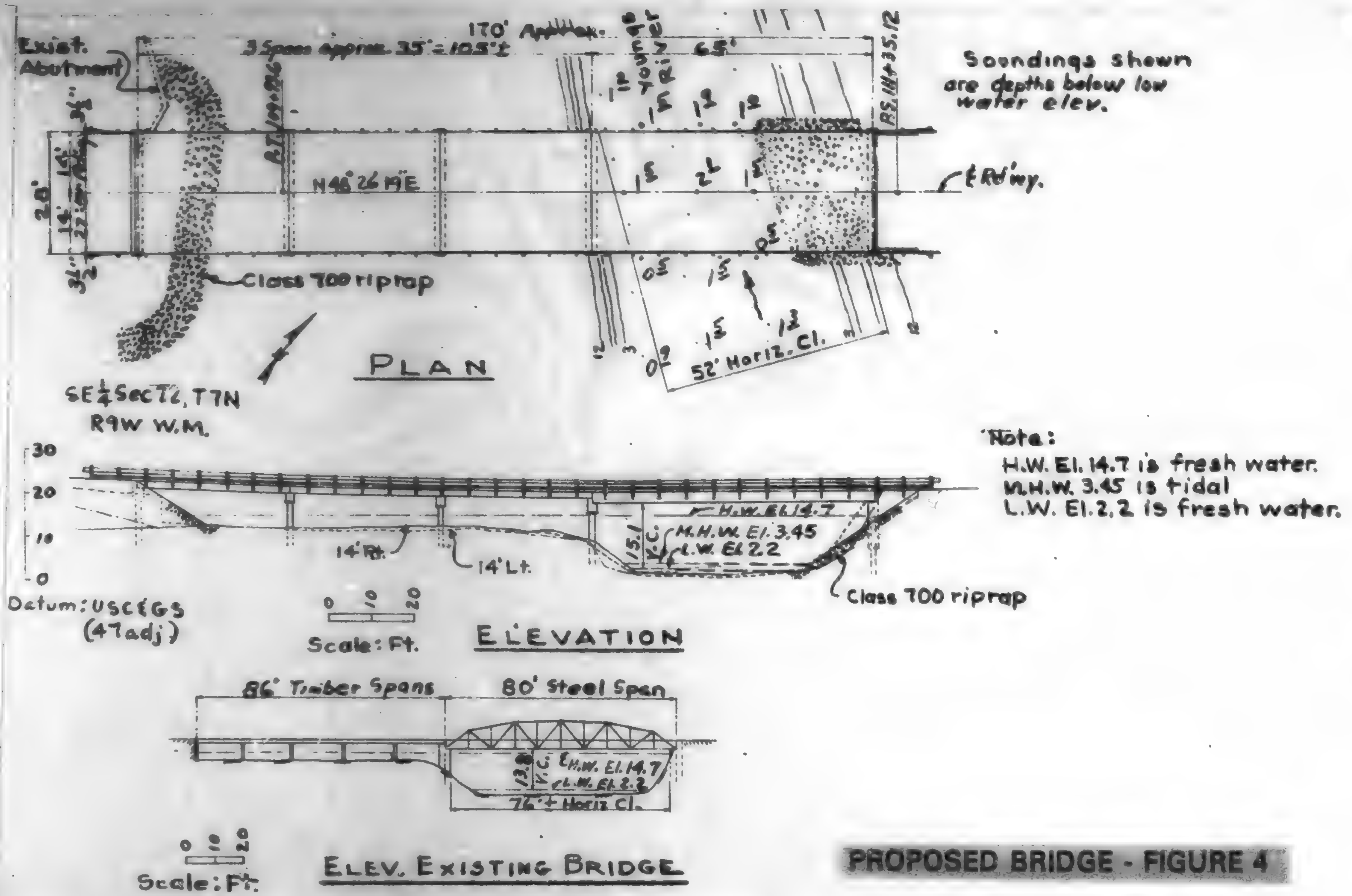
Existing Environmental Setting

The Youngs River and its two main tributaries, the Walluski and Klaskanine Rivers, drain an approximate 120 square-mile area lying south and east of Youngs Bay. Youngs Bay forms a part of the Columbia River estuary system and contributes to the value of the estuary as a wildlife and fishery resource area.

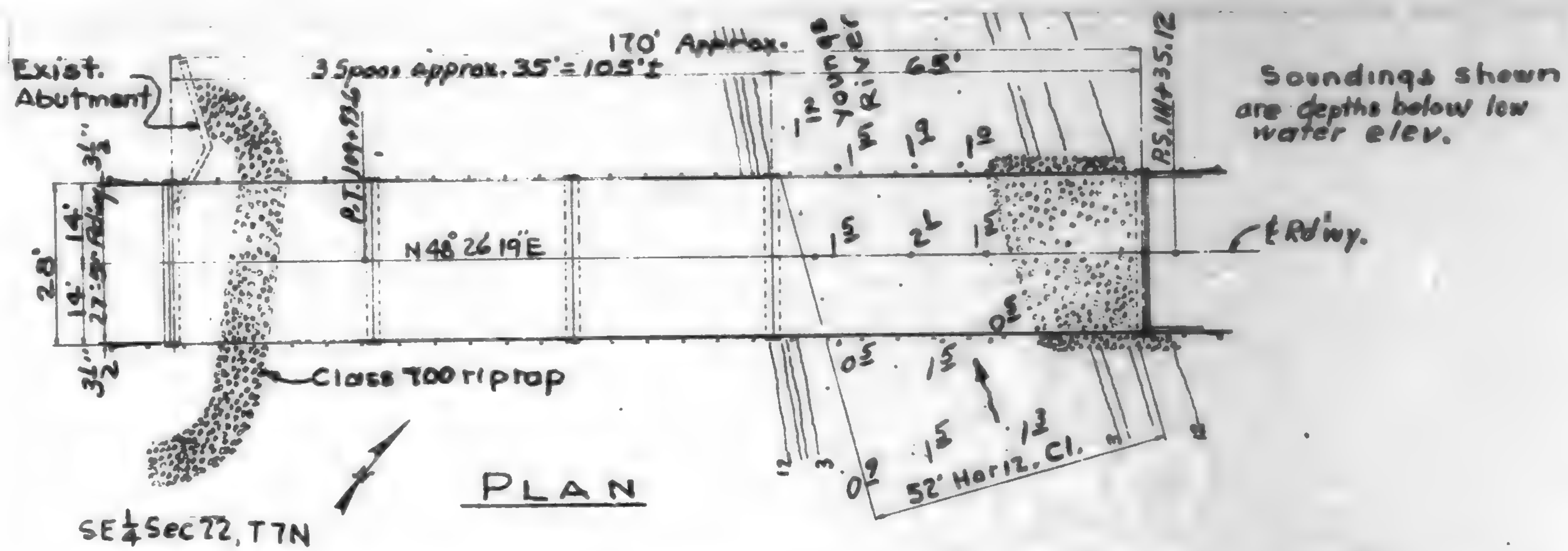
The main stem of the Youngs River is approximately 22 miles long. The lower reaches of the river below the Youngs River Falls, which is located one-half mile upstream from the project (river mile 9.3), flows through a relatively flat narrow valley as far as the confluence of the Klaskanine River where the valley widens considerably.


Existing Bridge
108+93.6 PCS
109+93.6 P.T.
River
Youngs
111+35.12 P.S.
112+20.12 PSC
Proposed new bridge
1664.2' S25°16'E
To USC&GS Oman Sta.
0
50
100
Scale: Feet

PROPOSED BRIDGE - FIGURE 3

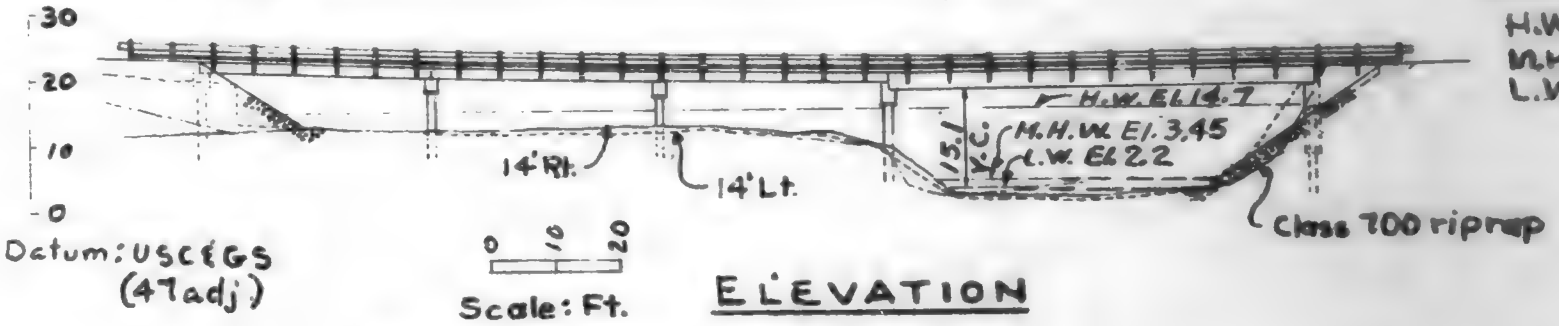

Exist. Abutment
3 Span approx. 35' = 105'±
170' Approx.
Youngs River
65'
B.T. 109+79.6
RS. 111+35.12
Soundings shown are depths below low water elev.
N 46° 26' 19" E
℄ Rd'wy.
20'
14'
14'
3½'
3½'
Class 700 riprap
52' Horiz. Cl.
PLAN
SE¼ Sec 12, T7N
R9W W.M.
30
20
10
0
14' Rt.
14' Lt.
15.1 V.C.
H.W. El. 14.7
M.H.W. El. 3.45
L.W. El. 2.2
Class 700 riprap
Datum: USC&GS (47 adj)
0 10 20
Scale: Ft.
ELEVATION
Note:
H.W. El. 14.7 is fresh water.
M.H.W. 3.45 is tidal
L.W. El. 2.2 is fresh water.
86' Timber Spans
80' Steel Span
12.8 V.C.
H.W. El. 14.7
L.W. El. 2.2
76'± Horiz. Cl.
0 10 20
Scale: Ft.
ELEV. EXISTING BRIDGE

PROPOSED BRIDGE - FIGURE 4


170' Approx.
3 Spans approx. 35' = 105'±
65'
Exist. Abutment
P.T. 109+93.6
P.S. 111+35.12
Youngs River
28'
14'
14'
27' 5" Rdwy.
3½"
3½"
N 48° 26' 19" E
Ⓛ Rdwy.
Class 700 riprap
52' Horiz. Cl.
Soundings shown are depths below low water elev.

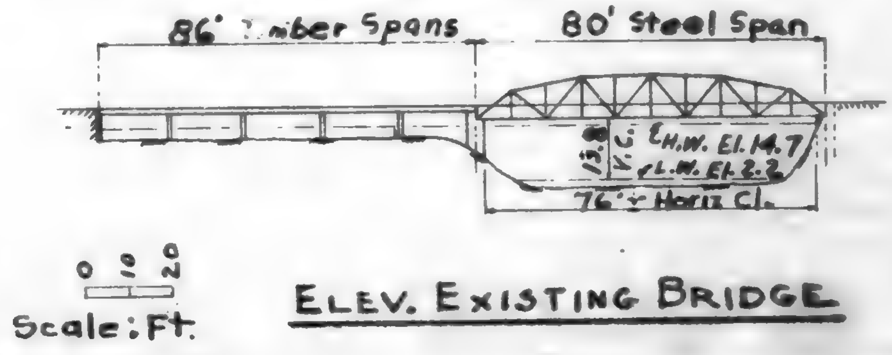
PLAN

SE¼ Sec 22, T7N
R9W W.M.


30
20
10
0
H.W. El. 14.7
M.H.W. El. 3.45
L.W. El. 2.2
15.1
V.C.
14' Rt.
14' Lt.
Class 700 riprap
Datum: USC&GS (47 adj.)
0
10
20
Scale: Ft.

ELEVATION

Note:
H.W. El. 14.7 is fresh water.
M.H.W. 3.45 is tidal
L.W. El. 2.2 is fresh water.


86' Timber Spans
80' Steel Span
13.8
V.C.
H.W. El. 14.7
L.W. El. 2.2
76' ± Horiz. Cl.
0
10
20
Scale: Ft.

ELEV. EXISTING BRIDGE

PROPOSED BRIDGE - FIGURE 4

The river channel at the falls is only slightly above mean sea level, and ocean tides affect streamflow above the bridge within proximity of the falls. The Coast Guard considers the river to be navigable to the falls.

The valley floor is composed of alluvial valley fill material composed of sand, silt, clay, and other detritus. Small-acreage homesites and farms are located along both banks of the river below the falls. Farming is generally confined to the flat alluvial terraces forming the valley floor, whereas the steeply sloping hills extending back from the valley edges remain in timber production.

Timberland in the Youngs River drainage basin is primarily in private ownership. A few parcels of publicly-owned timberland under the jurisdiction of the Oregon State Department of Forestry lie within the drainage basin, but are not affected by the project. Forest management in the area generally favors clear-cutting selected areas on a rotational basis. Large areas in the upper reaches of the Youngs River drainage basin have been harvested in this manner.

The thinned slopes caused by clear-cutting allow rapid surface water runoff, resulting in erosion and downstream flooding, particularly during periods of heavy precipitation and high tides. At the time of this writing (September 1978), the most recent flooding occurred December 2, 1977 when the river at the Youngs River Falls Bridge crested at 16.73 feet above mean sea level. Higher water elevations have been observed at this location in the past, but none have been known to overtop the bridge.

Pastureland immediately upstream and downstream from the bridge site was partially inundated during the December 2 flood, as was a single-family home located on the flood plain south of the bridge.

The existing bridge spans the river at a narrow point in the valley where the steep slopes of the surrounding hills meet the flood plain, approximately 0.5 mile below the Young River Falls. The area is underlain by the sandstone, shale, and siltstone of the Astoria formation of the Miocene geologic epoch. From

2 to 3 feet of forest detritus forms the soil zone. The Youngs River Falls are formed by a dike of basaltic rock that extends across the river channel.

The river channel is delineated by a narrow band of riparian vegetation adjacent to the pasturelands which in turn abut the broad expanses of woodland. Streamside vegetation is mainly red alder with a low brush understory of wild blackberries and red elderberry.

The steep hills along the valley edge support a dense growth of trees, shrubs, and grasses. Overstory trees are red alder, Western hemlock, Bigleaf maple, and Sitka spruce. Understory vegetation consists of immature trees, native grasses, sword fern, and shrubs and forbs. The higher ground surrounding the project area has been extensively clear-cut in recent years.

Impacts of Alternatives and Mitigations

Stage 1 of the build alternative entails constructing the bridge, trestle, and two temporary approaches. Stage 2 entails widening and straightening the roadway both east and west in the vicinity of the bridge. The following paragraphs describe the impacts anticipated for both stages. Mitigation of these impacts is also described.

River Ecology

The build alternative will have no significant adverse impact on Youngs River. The proposed bridge will be wider than the existing bridge, but like the present bridge, it will have no low-water channel piers, and consequently no loss of river bottom habitat. There will be no change of river bottom gradient, and no fill material will be placed in the river channel. The existing bridge and its trestle will be removed.

Due to inevitable construction disturbances, however, such as excavating for bridge abutments, or pile driving for trestle piers, some temporary increase in turbidity downstream from the project site may be expected. The turbidity would

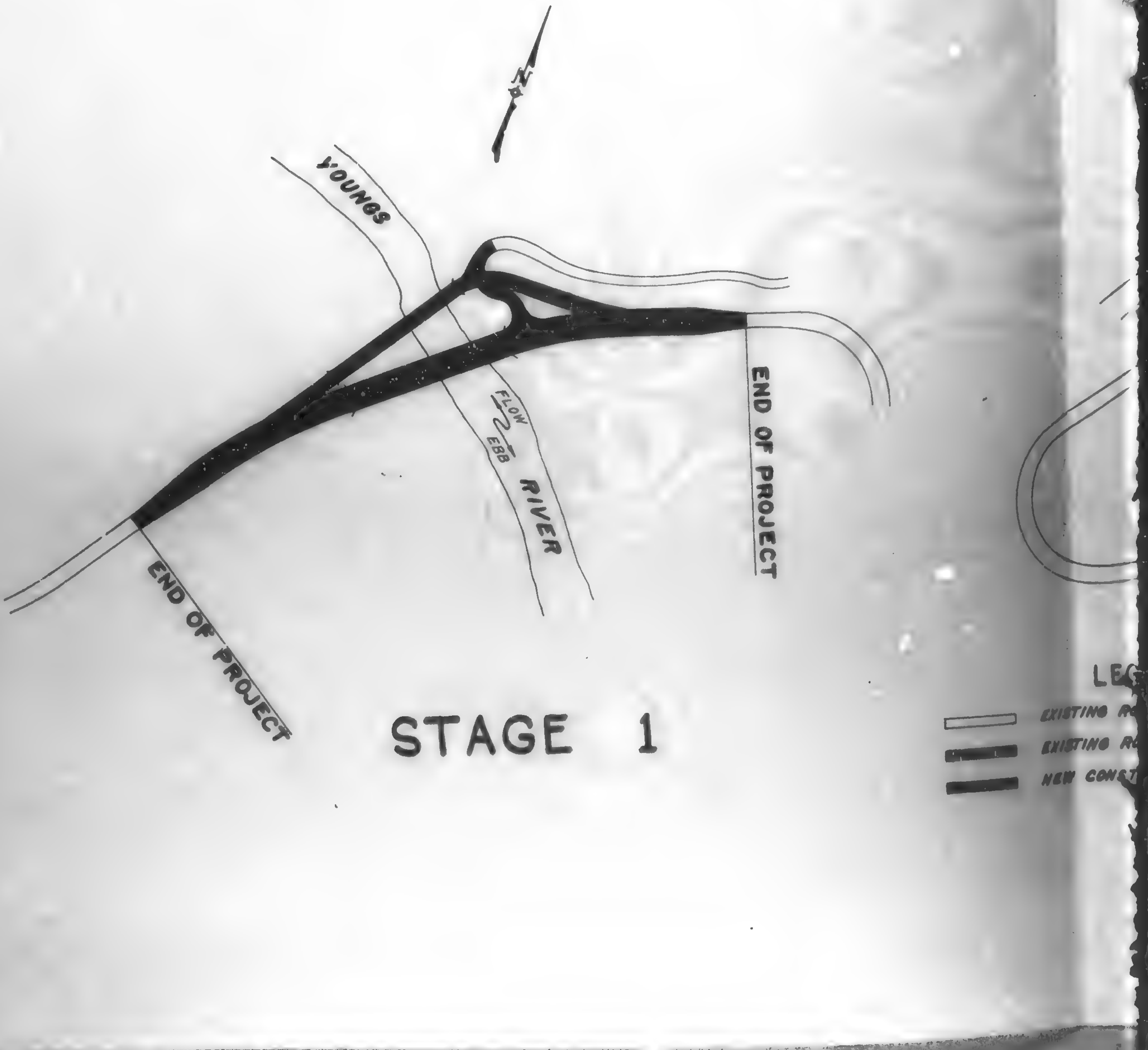
CORRIDOR-DESIGN HEARING M

YOUNGS RIVER FALLS B

YOUNGS LOOP ROAD

CLATSOP COUNTY

FEB. 1978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STAGE 1

EARING MAP

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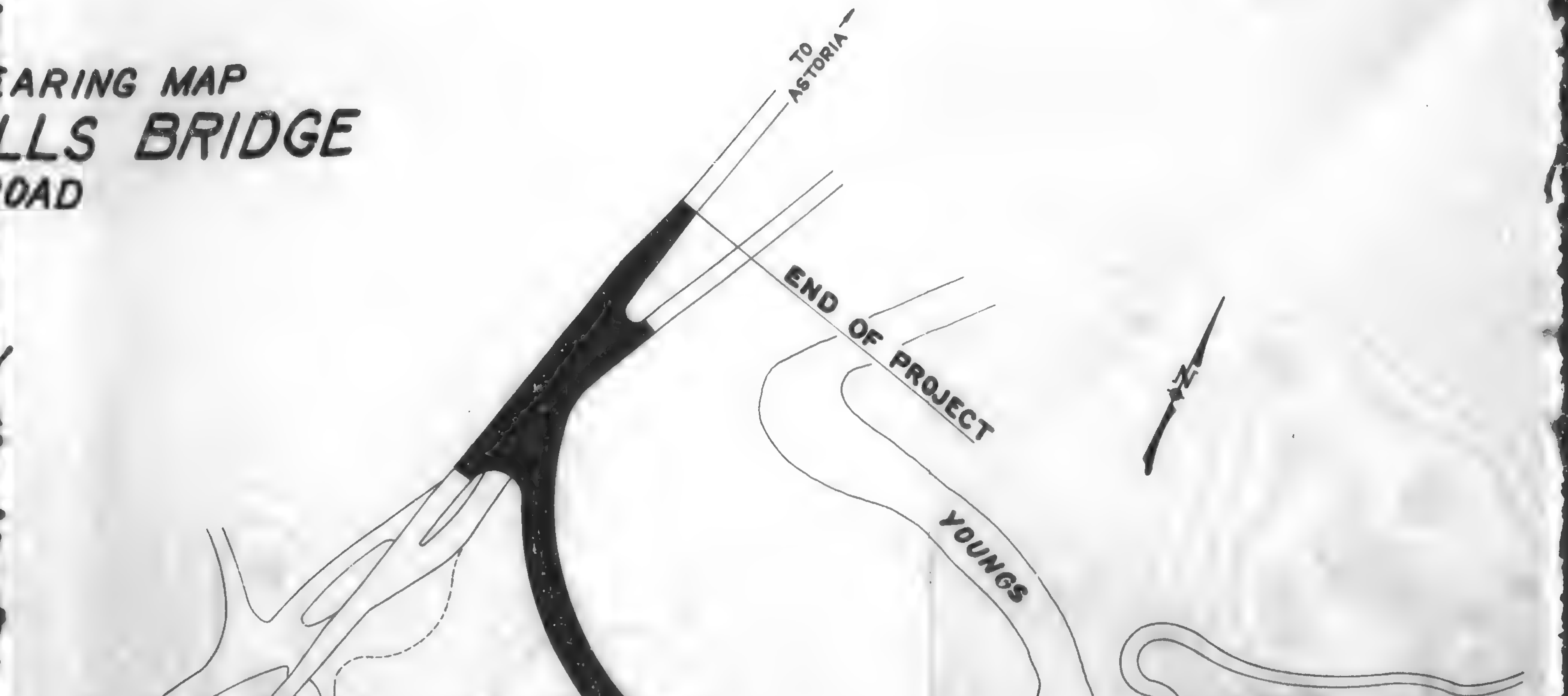
OAD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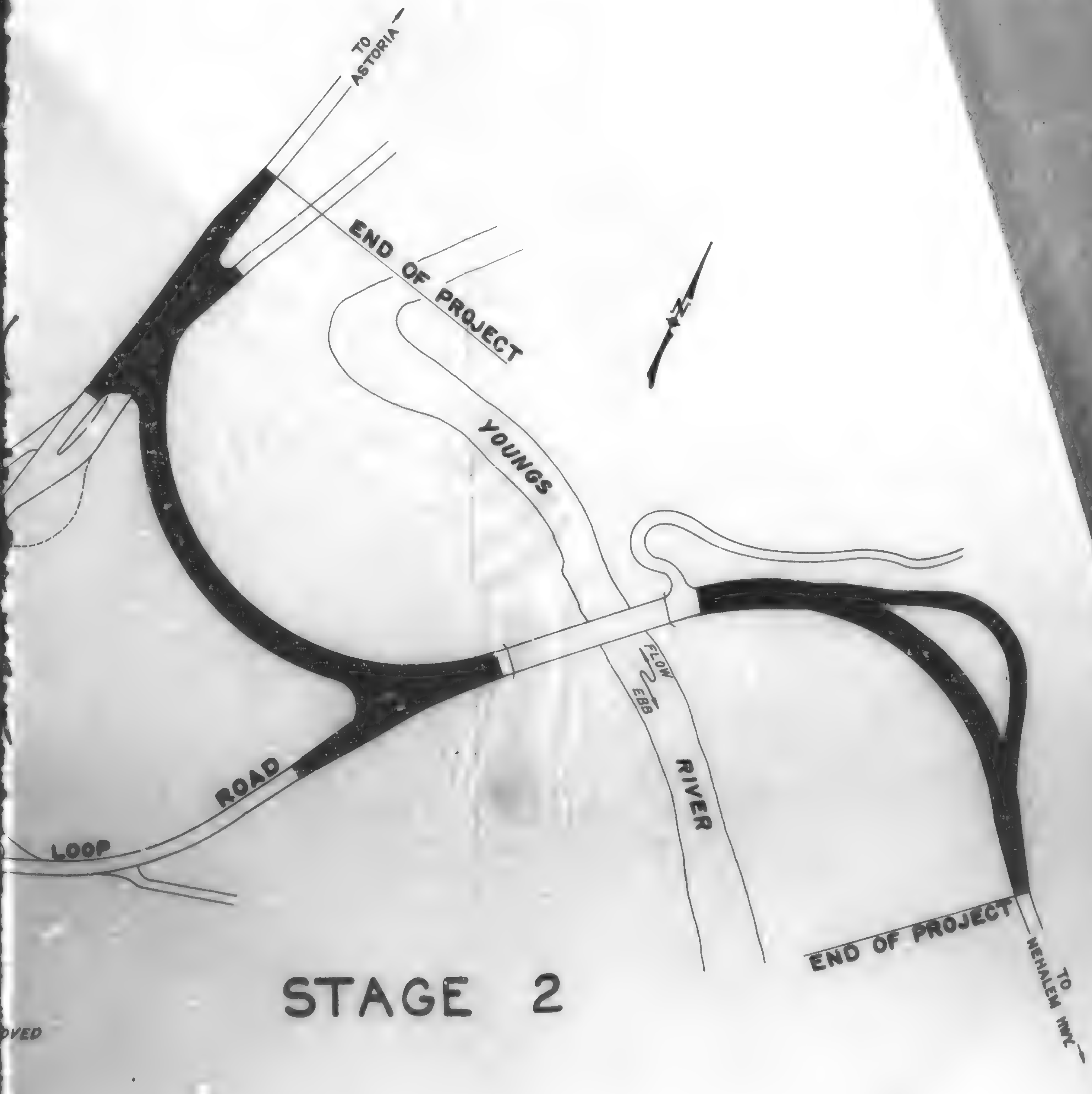
NEW CONSTRUCTION

STAGE 2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STAGE 2

lower the dissolved oxygen (D.O.) concentrations in the river, but the bottom sediments are not organic and the D.O. depression should not be significant. Care will be taken, when dismantling the existing bridge, to prevent debris from falling in the river. It is planned to have the decking removed from the existing bridge, the braces removed, and the bridge lifted out with cranes.

Anadromous fish (fall chinook and steelhead trout) spawn from the falls downstream for about a mile, including the bridge area. The Oregon Department of Fish and Wildlife recommends that extreme care be taken to prevent any pollutants (including concrete, petroleum products, and silt) from entering the water, and that any in-stream construction activities be confined to the period between June 15 and September 1. This, together with permitting only necessary stream-entry, implementation of erosion control methods, and the removal of liquid and solid waste materials from the site, will provide sufficient measures to achieve minimal impacts on the river and its fishery.

Geologic Hazards

Some minor rock and soil sloughing may be expected from two proposed cut sections: a western cut of approximately 525 lineal feet and an eastern cut of about 300 lineal feet. The western cut will traverse along the slopes of a steep gully, whereas the eastern cut will remove the pediment of a steeply sloping spur ridge. Both cuts will have slope ratios of 1-1/2:1 (cut 1-1/2 feet horizontally to 1 foot vertically). The cuts are well away from the river, and, with seeding and mulching, should contribute but little sediment to it.

No soil or rock slides are anticipated from these cut sections. Any sloughed material will be removed by county maintenance forces to the proposed disposal site for the project. The material in the disposal site will be protected from rain and flood erosion by retaining an approximately 100-foot-wide strip of brush between the deposit and the river edge, armoring the lower part of the deposit with riprap, and the vegetating of the deposit with grass.

The proposed material site near the bridge has been probed to determine if its compressible soils might be forced out into the river by the weight of the intended load. It was found that approximately 10 feet of plastic, silty clay underlies the site, that no excavation is required, that no appreciable displacement of soils is anticipated and that the site is suitable for its storage purpose.

Core hole drillings for the bridge abutments to depths of 41 feet, 46 feet, and 21.5 feet, have bottomed in siltstone-sandstone, shale, and siltstone-sandstone, respectively; no problems are anticipated.

Traffic Alteration

It is planned to close the existing bridge to through traffic during the Phase 1 work. The bridge site is located near the southernmost extent of the Youngs River Loop Road. The driving distance to Astoria from the bridge is about 3 miles longer via the east F.A.S. 571 and F.A.S. 601 route through Olney than via the west F.A.S. 571 route. It could, however, cause some inconvenience to persons living west of the river who wish to travel east along State Route 202, or to persons living east of the river who wish to travel south along US 101. It is not known at this time (September 1978) how long the bridge will be closed during Stage 1 construction. The new bridge will be open to traffic during the Stage 2 construction.

Closing the existing bridge will allow it to be used for hauling excavated Stage 1 material from the east side of the river to the west side for stockpiling. No traffic protection or direction will be required, since traffic would be directed to take the F.A.S. 601 detour route.

The existing bridge will become the responsibility of the contractor during Stage 1 construction. Although the bridge has a 10-ton load limit, it will be incumbent upon the contractor to determine whether the bridge requires strengthening to carry the anticipated loads during construction. The contractor will also be required to maintain the only access road to a residence at the east end of the bridge during the construction period.

Land Use and Agriculture

It is anticipated that no more than six acres of new right-of-way will be required for the entire project. The total right-of-way will be acquired at the beginning of Phase 1 of the project, and will be purchased in accordance with the Uniform Relocation and Acquisition Act of 1970. No homes or businesses will be acquired.

The U.S. Soil Conservation Service (S.C.S.) has determined that no prime or unique farmland exists in the project area. The flood plain pastureland adjacent to the bridge is underlain by the silt loam Nehalem soil series which is rated a Class IV soil. Although this is an agricultural soil according to LCDC goals, it has very severe limitations for cultivation, which reduces the choice of plants and/or requires very careful management. The adjacent steep slopes are rated as having no better than Class VII soils, which restrict their use largely to pasture or range, woodland, or wildlife. (Soil classes range from I through VIII, with the lower numbers indicating the better soils,)

The U.S. Fish and Wildlife Service has determined that no wetlands exist in the project area.

Flood Hazards

Floodwaters augmented by high tidal inflow regularly inundate the flood plain pastureland immediately above and below the bridge site. The highest flood of record, registered by a gauging station located just above the falls during the period 1928 through 1958, had a peak discharge of 4,750 cubic feet per second (cfs) on February 10, 1949. No recording gauge has operated in this upper part of the Youngs River since 1958.

The latest flood occurred December 2, 1977. This flood, together with the inflow of an 8.1-foot tide, put water to within 1.3 feet of the lowest beam of the existing bridge. Had the flood occurred December 11, during an 11.4-foot tide, the water would have flowed over the bridge deck.

The Hydraulics Group of the Oregon Department of Transportation has determined that the waterway area under the proposed trestle and bridge can accommodate a 200-year flood (about 4,800 cfs) nearly as well as a 25-year flood (about 4,370 cfs). This is due to the open area between the trestle and bridge abutments, and the relatively small area of the drainage basin.

The deck and lowest beam of the new bridge will respectively be one foot and 1-1/2 feet higher in elevation than those of the present bridge. This height will better permit the free passage of large debris. The bridge length will remain essentially the same, and the existing abutments will be retained; the west abutment for reinforcement of the fill slope and riprap; and the east abutment to help maintain the bank.

The road classification (D) qualifies the new bridge for a 25-year flood-frequency design.

Recreational Resources

This part of the Youngs River is lightly fished to the falls for native and sea-run cutthroat and steelhead trout; and coho, chinook, and chum salmon. The Oregon Department of Fish and Wildlife states that there are no areas on the river where fishing is prohibited.

As stated under "Geologic Hazards," some minor turbidity and decrease in oxygen concentrations in the river are expected from the construction activities. However, these should not harm the fishery.

A short trail, about 0.2 mile south of the bridge, leads from near the end of the "hairpin" turn part of the existing road down to the river, from where one may walk a short distance upstream to the beautiful Youngs River Falls. The falls are approximately 30 feet high. An excellent example of a vertical fault zone, with down-thrown strata, is well exposed in the riverbank a short distance from the bottom of the trail enroute to the falls. The falls area is owned by the City of Astoria and is maintained by the County, but has no formal picnic or camping facilities.

Hunting in the general area of the project includes deer, elk, bear, and the trapping of beaver, bobcat, coyote, mink, opossum, raccoon and weasel.

The Oregon Department of Fish and Wildlife knows of no rare or endangered species inhabiting the project area.

There are no bikepaths in the project area, nor are any proposed. As a result of the proposed project, wider shoulders on the bridge approaches and a wider bridge will enable bicyclists to safely negotiate the bridge. Bicycle use in the project area is expected to be slight.

Cultural Resources

Cultural resources consist of historic structures and sites and any existing or potential archeological resources in the project area. These are identified through research of various official listings and records and by field survey.

Historic Resources

The Youngs River Falls Bridge does not have official designation in the National Register of Historic Places or the Statewide Inventory of Historic Sites and Buildings. It does, however, have some historic interest in relation to the engineering design and technology of the era in which it was constructed.

This structure is a steel pony truss, 80 feet in length, with a wood trestle approach. It was built in 1914, apparently prior to designation of this section of the river as navigable and, therefore, no Corps of Engineers or War Department permit was issued. This style of bridge construction was common in earlier years, but, because of deterioration and heavier load limit requirements, many small pony truss bridges in Oregon are now being replaced. The preparation of a photographic and historic record of the bridge is planned prior to removal of the bridge, as requested by the State Historic Preservation Office.

Archeological Resources

When the first settlers arrived, some 36 tribes of the Chinook Indian Nation inhabited the Columbia River shores and controlled the territory from the Cascades to the sea. In the Youngs River area, the Clatsops were the predominant tribe and were ruled independently by Chief Coboway, a familiar figure during the time of Lewis and Clark.

Indians of the Lower Columbia lived in wood houses, usually with several families in each dwelling. They were expert craftsmen in construction of canoes, the principal mode of travel. The relative permanence of these settlements and clustering of inhabitants promoted use of kitchen middens or shell mounds, which are found in Oregon's coastal counties. The Young's River Falls Bridge is located in this area where discovery of middens or other archeological materials is a possibility.

The proposed bridge and approaches are routed through some sections of land which have not been previously disturbed by construction and development. Depending upon final design, an archeological reconnaissance survey may be required, to determine whether sites exist in the project area. If this procedure is deemed necessary, a survey will be scheduled by the Museum of Natural History at the University of Oregon and completed prior to construction of the project.

Air Pollution

Ambient air quality in the project area and the Youngs River region is considered excellent because of few pollutant sources and favorable atmospheric conditions. Existing average daily traffic (ADT) is 200-300, with 300-400 projected for the year 1997. Existing peak hourly volume is 30, with 45 projected for the year 1997. Although temporary dust from equipment operation may exist during construction, low traffic volumes indicate no negative air pollution impact is foreseen for the project.

Noise Pollution

There is little if any noise associated with this remote, rural site situated in hilly, timbered country. The nearest residence to the bridge is approximately 300 feet away. Since the peak existing and projected (1997) hourly traffic volumes are 30 and 45 respectively, far below the maximum of 210 vehicles per hour stated in the Statewide Noise Study Report, FHWA design noise levels will not be exceeded by the traffic noise.

There will be noise impacts during construction, especially due to the use of pile driving. The Statewide Noise Study Report indicates that residences within 3000 feet from the pile driving or within 1000 feet from the construction will be impacted from the noise. Thus, no pile driving or blasting operations will be allowed on Sundays, legal holidays, and between the hours of 8:00 p.m. and 8:00 a.m. on other days and no construction operations will be allowed on Sundays, legal holidays, and between the hours of 10:00 p.m. and 6:00 a.m. on other days unless there is approval by the project engineer.

Survey Monuments

It has been determined that no survey monuments need be relocated in the project area.

Disposition of Fill and Waste Material

Approximately 7,000 cubic yards of excavation material under Stage 1 will be deposited west of the bridge as road fill for Stage 2. Stage 2 calls for the excavation of approximately 30,000 cubic yards of which 20,000 cubic yards will be deposited as road fill for the western approach and 10,000 cubic yards will be deposited on the proposed waste site. The waste site is to be located on the flood plain in the northwest quadrant of the project and has a cover of dense brush. The proposed deposit will be placed approximately 100 feet west of the river channel. The deposit will be irregular in shape, having maximum dimensions of about 360 feet by 180 feet by 4 feet and may be extended westward, adjacent to or near to the new alignment.

The side of the deposit facing the river will be sloped 3:1 or 4:1 and armored with large rock riprap at its base. The entire deposit will then be contoured and seeded to grass. Further protection from flood erosion is afforded by the existing thick stand of brush growing between the deposit site and the river.

It is recommended that the flow from an 18-inch culvert pipe located near the southeast end of the deposit fall upon riprap to protect the slope.

Groundwater

Core drilling logs for the bridge abutments indicate that the groundwater level is about eight feet below land surface. No problems are anticipated.

No wells or springs will be affected by the project.

Material Sources

Surfacing and concrete materials necessary for the project are available from commercial sources in the Astoria area. No material sources have been designated for the project.

Coordination with the Public and Agencies

It has been determined from the Oregon Notification and Project Review (A-95) process that no significant conflict with plans, policies, or programs of State government will occur with implementation of the proposed action.

Early input from many agencies has provided guidance during the project development. Discussions have been held with staff members of the Oregon Fish and Wildlife Commission, the Historic Preservation Office of the State Parks and Recreation Branch, the Division of State Lands, and the Oregon Department of Forestry; as well as with staff members of the U.S. Fish and Wildlife Service and the U.S. Soil and Water Conservation Service. All support an improvement of the existing bridge-crossing situation.

The State Historic Preservation Office has responded with letter of determination from State Historic Preservation Coordinator (See Appendix). Arrangements have been made to provide a photographic and historic record of the bridge before removal of the existing structure. As previously mentioned, required archeological surveys would be conducted and all salvage and/or mitigative measures completed and approved by the Historic Preservation Office prior to initiation of construction activities.

Contact has also been made with Pacific Northwest Bell Telephone Company, Pacific Power and Light Company (PP&L) and the Lewis and Clark Water District. PP&L pole number 225100 would need to be relocated during Stage 2 of the project, and the two-inch waterline for the water district would need to be relocated in both Stage 1 and Stage 2.

The Coast Guard has been contacted and the required bridge construction permit has been granted. The necessary permits were also applied for from the U.S. Army Corps of Engineers.

A corridor-design public hearing was held at the Olney Grange Hall at 7:30 p.m. on May 24, 1978. John Dooley, Clatsop County Roadmaster, was the hearings officer and Bob Kuske, County Engineer, presented the alternatives and discussed right-of-way and relocation procedures. Other representatives of the county and state highway departments were also present. Two local citizens attended the hearing, although neither chose to present testimony. The hearing record remained open for 10 days following the hearing for written comment, but no comments were received.

Considering that the impacts associated with the proposed action are insignificant or can be satisfactorily mitigated, and that implementing the build alternative would not have a significant impact on the quality of the environment, the build alternative, as proposed, is recommended for the location and design of the Youngs River Falls Bridge section of the Youngs River Loop Road in Clatsop County, Oregon.

Basis for Negative Declaration

In assessing the effects of this proposed action, the Oregon Department of Transportation and Clatsop County have concluded that the impacts associated with the proposed action are not significant or can be satisfactorily mitigated.

The Oregon Department of Transportation and Clatsop County concluded that this project constitutes a major action as defined in the Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 2, and that implementing the proposed action would not have a significant impact upon the quality of the human environment.

Concurred in by:

Hunter — 9-22-78
Technical Services Engineer — Date

Valach — 10-19-78
Federal Highway Administration Official — Date

YOUNGS RIVER FALLS BRIDGE

YOUNGS RIVER LOOP ROAD

APPENDIX

ROBERT W. STRAUB

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

January 23, 1978

Mr. Pieter Dykman
Research Coordinator
Environmental Section
412 DOT Building
Salem, OR 97310

Dear Mr. Dykman:

This will confirm that our office has had an opportunity to review the proposed replacement of Young's River Falls Bridge on Young's River Loop Road near Olney in Clatsop County, Oregon.

Under the circumstances, we feel that the replacement project should proceed as planned. However, because the project area is known to be sensitive in terms of its potential to yield information about prehistory, an archeological survey of the new construction site may be required--depending upon the final design adopted.

Further, as a means of determining how rare examples of steel highway structures pre-dating 1915 are, we would appreciate having additional data on the 1914 steel pony truss bridge from county records or other sources following the attached outline. Additional close-up or detail views of the truss also would be appreciated.

Sincerely,

Daniel Powers

D.W. Powers III
Historic Preservation Coordinator

DWP/EWP:ko

Attach.

8999

FAS A733

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: FILE

DATE: December 20, 1978

FROM: Elmer Scofield
Sign Design Engineer

SUBJECT: Signing
Youngs River Falls Bridge Section
[redacted]
Clatsop County

The schedule of contract letting has the above named project scheduled for June 28, 1979 and calls for grading, paving, structure and signing.

I called Chet Anderson, Resident Engineer and he confirmed that permanent signing should be done by State Forces.

An anticipated item of $400 should be added to the estimate for permanent signing.

ELS:cs

cc: C. O. Fredrickson
E. L. Everton
Jack Sullivan
Lyle Watson
Chet Anderson

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
Jn copy Sullivan
Scott
Anderson

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ENGINEERING SECTION

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NOTED
L. K. WATSON

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DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

5 July 19 78

A PERMIT TO backfill approx. 40 cubic yards of common material and place approx. 300 cubic yards of clean durable riprap in connection with the construction of a new bridge approx. 50 feet up stream from the present crossing.

near Astoria, Oregon

HAS BEEN ISSUED TO Oregon State Hwy. Division **ON** 5 July 19 78

ADDRESS OF PERMITTEE
212 Transportation Bldg.
Salem, Oregon 97310

For

A. J. HEINEMAN
For the District Engineer

PERMIT NUMBER

002890(Youngs River-Fill)

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

Orig. permit, copy sticker: Gen Files

Cpy permit & sticker: Keasey, Hart, Versteeg
Terpin, Moehring, Region 2

Orig. sticker, copy permit: Cecil Head:
Please mail sticker to Resident Engineer with signed copy of contract when let.

Application No. 071-OYA-4-002890

Name of Applicant OREGON STATE HIGHWAY DIVISION

Effective Date 5 July 1978

Expiration Date (If applicable) 31 July 1981

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 11 January 1978 for a permit to:

☐ Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

☒ Discharge dredged or fill material into navigable waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

☐ Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Oregon State Highway Division
212 Transportation Building
Salem, Oregon 97310

◄ (Here insert the full name and address of the permittee)

is hereby authorized by the Secretary of the Army:

to backfill approximately 40 cubic yards of common material and place approximately 300 cubic yards of clean durable riprap in connection with the construction of a new bridge approximately 50 feet up stream from the present crossing.

◄ (Here describe the proposed structure or activity, and its intended use. In the case of an application for a fill permit, describe the structures, if any, proposed to be erected on the fill. In the case of an application for the discharge of dredged or fill material into navigable waters or the transportation for discharge in ocean waters of dredged material, describe the type and quantity of material to be discharged.)

in Youngs River, mile 11

◄ (Here to be named the ocean, river, harbor, or waterway concerned.)

at near Astoria, Oregon

◄ (Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks);

002890(Younge River-Fill)

subject to the following conditions:

I. General Conditions:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

b. That all activities authorized herein shall, if they involve a discharge or deposit into navigable waters or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, and pretreatment standards established pursuant to Sections 301, 302, 306 and 307 of the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge or deposit of dredged or fill material into navigable waters, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the permittee agrees to make every reasonable effort to prosecute the work authorized herein in a manner so as to minimize any adverse impact of the work on fish, wildlife and natural environmental values.

e. That the permittee agrees to prosecute the work authorized herein in a manner so as to minimize any degradation of water quality.

f. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

g. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

h. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations, nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

i. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not ~~started on or before ______ day of ______, 19__, (one year from the date of issuance of this permit unless otherwise specified) and is not~~ completed on or before 31 day of July, 19 81, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

q. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

r. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

s. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition v hereof, he must restore the area to a condition satisfactory to the District Engineer.

t. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

u. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

v. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and condition of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

The following Special Conditions will be applicable when appropriate:

~~STRUCTURES FOR SMALL BOATS: That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.~~

~~DISCHARGE OF DREDGED MATERIAL INTO OCEAN WATERS: That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.~~

ERECTION OF STRUCTURE IN OR OVER NAVIGABLE WATERS: That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

~~MAINTENANCE DREDGING: (1) That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for ______ years from the [illegible] otherwise indicated); and (2) That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.~~

II. **Special Conditions** (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

aa. All construction debris will be disposed of on land in such a manner that it cannot enter into the waterway.

bb. Care will be taken to prevent any petroleum products, chemicals or other deleterious materials from entering the water.

cc. Only clean, durable riprap will be used.

dd. Work in the waterway will be done so as to minimize turbidity increases in the water which tend to degrade water quality and damage aquatic life.

ee. When the District Engineer has been notified by a fishery agency that a dredging or filling activity is adversely affecting fish or wildlife resources or the harvest thereof and the District Engineer subsequently directs remedial measures, the permittee will comply with such directions as may be received to suspend or modify the activity to the extent necessary to mitigate or eliminate the adverse effect as required.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

x Frank E. Pergin — PERMITTEE

7-3-78 — DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

HARVEY L. ARNOLD, JR.
Colonel, Corps of Engineers
DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

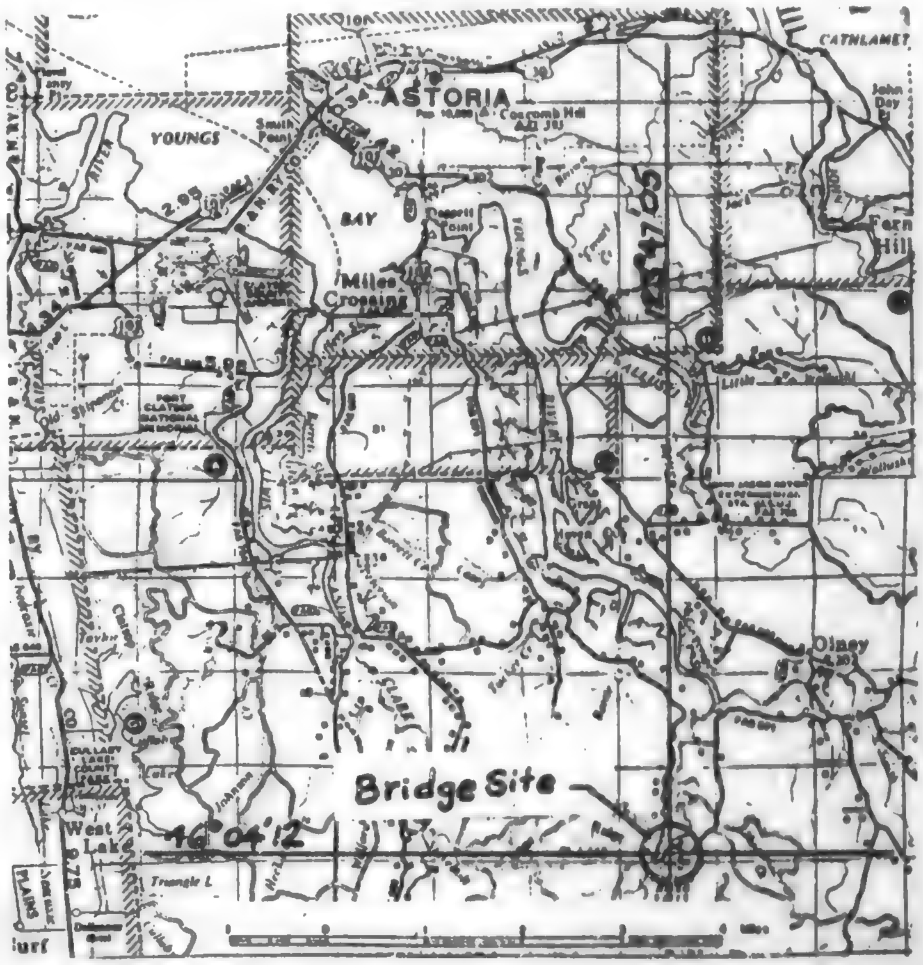
5 July 1978 — DATE

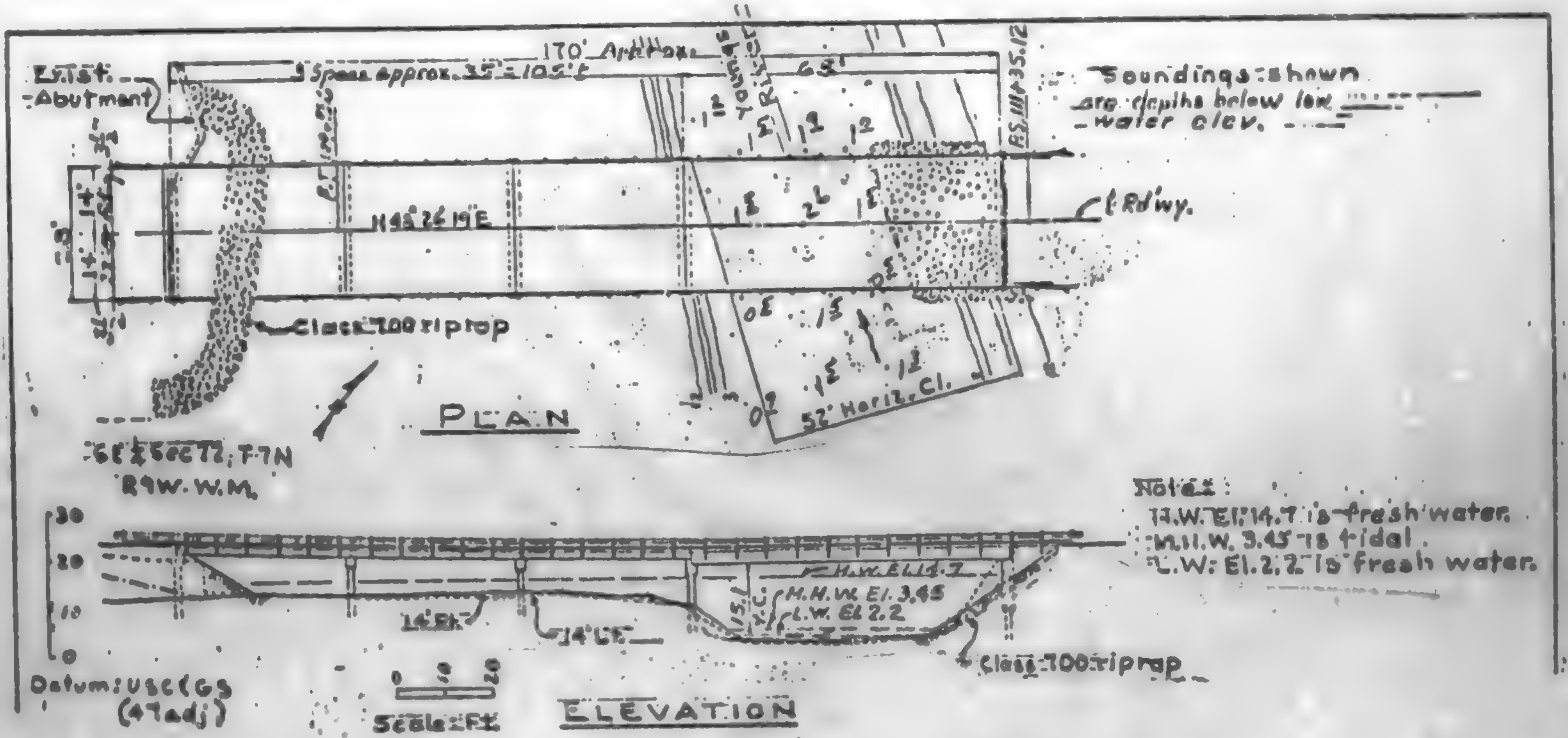
Transferee hereby agrees to comply with the terms and conditions of this permit.

TRANSFEREE

DATE

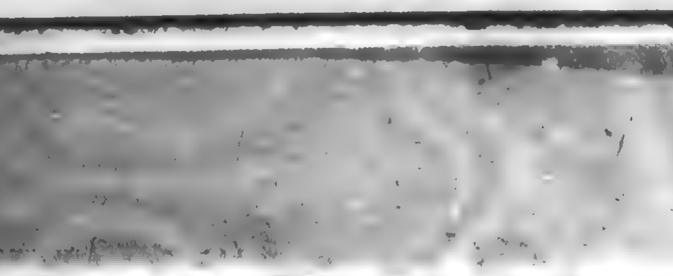
002890(Youngs Rive[illegible]ill)


ASTORIA
CATHLAMET
YOUNGS
BAY
Miles Crossing
123°47'05"
Fern Hill
Olney
Bridge Site
46°04'12"
West Lake
Triangle L.


170' Approx.
Exist. Abutment
3 Spans approx. 35' = 105'±
65'
Youngs River
BS. 111+35.12
N45°26'19"E
℄ Rd'wy.
Class 700 riprap
PLAN
SE¼ Sec 12, T7N R9W. W.M.
52' Horiz. Cl.
30
20
10
0
H.W. El. 14.7
M.H.W. El. 3.45
L.W. El. 2.2
14' Rt.
14' Lt.
Class 700 riprap
Datum: USC&GS (47 adj)
Scale: Ft.
ELEVATION

Soundings shown are depths below low water elev.

Notes:
H.W. El. 14.7 is fresh water.
M.H.W. 3.45 is tidal.
L.W. El. 2.2 is fresh water.


86' Timber Spans
80' Steel Span
H.W. El. 14.7
L.W. El. 2.2
76'± Horiz. Cl.
Scale: Ft.

ELEV. EXISTING BRIDGE

in YOUNGS RIVER

at Mile 11

County of Clatsop, State Ore.

Application by Oregon State Hwy. Dept.

Date 14 February 1978

1199

TRANSCRIPT OF RECORDING
HEARING ON YOUNGS RIVER FALLS BRIDGE REPLACEMENT
May 24, 1978

Good evening ladies and gentlemen. It is 7:30 P.M. May 24, 1978, which time has been designated for the combination corridor and design hearing on the Youngs River Falls Bridge, located on the Youngs River Loop near Youngs River Falls, Clatsop County, Oregon.

I am John Dooley, County Roadmaster for the County of Clatsop. I will act as hearing officer this evening.

In attendance this evening are Phil Stearns from Region 2, Gerald Parker-Region 2, Eddie Welsh-Region 2, Chet Anderson, Resident Engineer-Oregon State Highway, Astoria, Jim Dixon Right of Way Engineer, Region 2 and Bob Kuske, Clatsop County Engineer. The proceedings this evening are being recorded by Jerry Putas, Assistant Roadmaster.

The hearing this evening is being conducted in compliance with applicable Federal regulations and the State Highway Division "Oregon Action Plan." The purpose of this hearing is to present a proposal for constructing a new bridge to replace the existing bridge on Youngs River near Youngs River Falls. The proposed project will improve the Youngs River Road by eliminating a narrow, weight restricted bridge that created poor alignment for the traveling public. The location of this project is shown on the hearing maps which were provided when you came in this evening. This is an approved F. A. S. Project and could be ready to go for bid the 1st quarter of 1979.

We will explain the scope of the project, right-of-way acquistion procedures and relocation benefits. We will receive testimony either for or against the project. We are here to obtain your comments and ideas on thsi project and encourage you to express your opinions.

Sent to us by Region 2
office -

Upon completion of this hearing and after a ten day waiting period for additional written testimony, the Highway Department will evaluate all the information received. This information will be available for Public inspection at the Salem headquarters of the State Highway Division and the office at the Clatsop County Road Department in Astoria.

As you entered the hearing room, you were handed a registration card. Each person is requested to fill out the registration card, and if you wish to make a statement at this hearing, please mark the card and we will call upon you. If you wish to make a written comment on the back of the card or submit a written document, these will become a part of the hearing record. All those who submit cards will receive a copy of the hearing transcript.

If you have questions that may arise during any of the presentations, I request that you hold them until after the close of the formal hearing. Highway Division personnel will remain after the hearing as needed to answer these questions.

If you do not wish to make a statement here, you will have ten days from today to submit written comments. These letters can be addressed to the Clatsop County Road Department, John Dooley, P O Box 179 Astoria, Oregon 97103, or they can be sent to the Region Office in the self addressed, prepaid envelopes available from the person from whom you received the registration card. Any written statements received within this ten day period will be made a part of the hearing record.

As I indicated, this is a corridor/design hearing and although improvement to the existing alignment is the only alternate being considered, the "No Build" alternate is used as a basis for comparing impacts. Mr. Kuske, County Engineer will now present the proposal being considered: Mr. Kuske.

The proposed road realignment and bridge replacement project is located near mile post 8 on the Youngs River Loop Road.

The proposed project would replace the existing substandard bridge and trestle and improve the present road width, alignment, and grade for approximately 1400 feet, both east and west of the structure. The existing steel pony truss structure, constructed in 1914, is narrow (16 feet) and is restricted to a 10-ton load limit. The road serving the bridge is paved with a 16-foot-wide concrete surface with narrow shoulders surfaced by gravel. The surrounding countryside is relatively uninhabited.

The proposed project is to construct a new bridge to present standards immediately upstream from the existing structure and to widen the road and decrease the degree of curvature of the turns nearest the structure. This would improve both road capacity and safety in the river-crossing area. The bridge roadway travel width would be widened from 16 feet to 28 feet. The proposed bridge (65 feet) and trestle (105 feet) lengths would remain approximately the same for the combined length.

It is proposed to construct the project in two stages. The first stage would be to construct the bridge, with temporary connections to the existing road. The second stage would realign and widen the road so as to decrease the curvature of the two turns nearest the bridge.

It is planned to close the existing bridge to through traffic during the Phase 1 work. The bridge site is located near the southermost extent of the Youngs River Loop Road, therefore, driving distance to Astoria from the bridge is about 3 miles longer via the route through Olney than via the Youngs River Loop route. It is not known at this time how long the bridge will be closed during Stage 1 construction. The new bridge will be open to traffic during the Stage 2 construction.

Thank You, Mr. Kuske. Mr. Kuske will now discuss right-of-way acquisition procedures and relocation benefits: Mr. Kuske.

The additional right-of-way necessary for this improvement will not require the displacement of any individuals, families, or businesses. There will, however, be some relocation of utilities.

An explanation of the right-of-way acquistion process is contained in a leaflet, "Acquiring Land for Highways". This leaflet covers the matters of the public hearing, the appraisal procedure, and an explanation of eminent domain procedures with the addresses of the various regional right-of-way offices in the state. This leaflet is available at the meeting today, and I urge you to take one with you.

Although, as I stated, there is little likelihood of displacing any families or businesses, we have another leaflet available which explains relocation benefits. The leaflet, "Moving Because of the Highway", explains the benefits of the 1970 Uniform Relocation Act available to relocatees on a project. The benefits are quite numerous and include the payment of moving costs, replacement housing payment additives, down payment benefits, rent supplements, payment of incidental expenses and closing costs on the purchase of replacement housing, interest differential payments on mortgages, and an explanation of the procedures for making an appeal in the event of dissatisfaction with any part of the relocation program.

The time required for right-of-way acquisition is estimated at 12 months from date of authorization of the project. This will permit adequate appraisal and negotation time. In the unlikely event of the necessity of relocation of displaced persons, an additional 90 days would be allowed after the State acquires their property. In addition no persons, or families would be displaced until they have either been relocated to adequate replacement housing, obtained the right of possession of adequate replacement housing, or have been offered adequate replacement housing available for immediate occupancy. No owner-occupant is required to move until he has been paid for his property. Should relocation of persons be necessary, we believe that adequate housing is available in the community, and to the best of our knowledge the replacement housing would be decent, safe and sanitary, and would be open to all persons regardless of race, color, religion, sex, or national origin in accordance with the U. S. Department of Transportation Order, 6620.1, c opies of which are available in this room.

Thank You, Mr. Kuske.

We will now begin taking testimony relative to the Youngs River Bridge and Relignment of the Youngs River Falls Section of the Youngs River Road, near Olney in the County of Clatsop.

I encourage you to feel free to express your opinions and to offer your suggestions. We appreciate the fact that a formal proceeding of this type may tend to inhibit some people from expressing themselves, and hope that none of you will feel that way this evening.

Upon being called to testify, please come to the microphone and speak directly into it, so that your testimony may be recorded as part of the hearing transcript. It would also be helpful if upon beginning your statement, you would state your name and the organization, if any that you represent. (No one submitted cards) We would be glad at this time if there is somebody who woudl like to testify-We have no cards....

This completes the testimony of those persons-being none- who indicated a desire to speak on theregistration cards submitted. Does anyone wish to offer testimony at this time?

I advise you again that written testimony will be received for ten days following this hearing and that any testimony received within this period will be included as part of the hearing transcript.

If there are no others present who desire to testify, I declare this hearing officially closed. It is 7:40 P. M., May 24, 1978.

Signed John Dooley
John Dooley, Roadmaster

504-1933

REGION 2 ENGINEER
RECEIVED
APR 17 1978

April 17, 1978

Astorian
P.O. Box 210
Astoria, Oregon 97103

Signal
P.O. Box 848
Seaside, Oregon 97138

Columbia Press
P.O. Box 86
Astoria, Oregon 97103

Attached is the Clatsop County's notice relative to the County's proposed corridor/design hearing on the Youngs River Falls Bridge replacement on the Youngs Loop Road near Olney in Clatsop County, Oregon. The proposed improvement section is shown on the attached map.

Please print this notice as a paid advertisement in your classified section under the heading "Legal Notice" on April 21, 1978 and May 17, 1978 or the nearest publication date thereto. Please submit your billing in triplicate to: Fiscal Officer, Finance Section, 434 Transportation Bldg., Salem, Oregon 97310 and attach one copy of an affidavit of publication.

This notice will be of interest to those whoare affected by the plan. Some of whom may not read your classified columns. It would be appreciated therefore if you will print a news items in the proper place in your newspaper advising where the official notice may be read. A suggested news release is attached. It will be satisfactory to reduce the map to fit your column widths.

Sincerely,

NOTED
F. B. KLABOE

Gerald Parker
PROJECT DEVELOPMENT COORDINATOR

GP/la
attachments
cc: Federal Highway Administration
Finance 504-1933-980
County-City
Environmental
Project Management
Public Affairs ✓
F. B. Klaboe ✓

H. S. Coulter
E. S. Hunter
J. H. Versteeg
Frank Terpin
J. B. Boyd
Buzz Swan

RECEIVED
[illegible] OPERATIONS
APR 18 '78
REFER TO
FOR
R/D C/R Sign Act File

504-1933

NOTICE OF PUBLIC CORRIDOR/DESIGN HIGHWAY HEARING

Notice is hereby given that Clatsop County proposes to hold a Corridor/Design hearing pertaining to proposed plans for right-of-way acquisition and construction of the Youngs River Falls Bridge Section of the Youngs Loop Road near Olney in Clatsop County, Oregon.

The proposal would replace the existing narrow bridge with a new 28 foot wide structure. The location is approximately as shown on the attached map.

The public hearing pertaining to the Corridor/Design features of this project will be held at the Olney Grange Hall, Wednesday, May 24, 1978 at 7:30 p.m. An informational session will be held before the formal public hearing beginning at 6:30 p.m. at which time plans for the project will be on display.

Any person desiring to express an opinion pertaining to proposed project is invited to do so and in addition may submit written statements at the hearing or to Clatsop County within ten (10) days after the public hearing. Schedules for right-of-way acquisition and construction will be discussed at the hearing.

Statements regarding the environmental effects this proposed project will have on the area, will be available at the following places.

Clatsop County
Courthouse
Commission Room
Astoria, Oregon 97103

Oregon Department of Transportation
E. Salem Highway Bldg.
2960 E. State St.
Salem, Oregon 97310

Clatsop County
County Road Department
Williamsport
Astoria, Oregon 97103

Oregon Department of Transportation
State Highway Building
Environmental Section
Salem, Oregon 97310

EWS RELEASE

OREGON
STATE
HIGHWAY
DIVISION

[illegible] REGION ENGINEER
[illegible] 97310
[illegible]

further information, contact: C. O. Fredrickson, Region II Engineer,
Salem, Oregon 97310

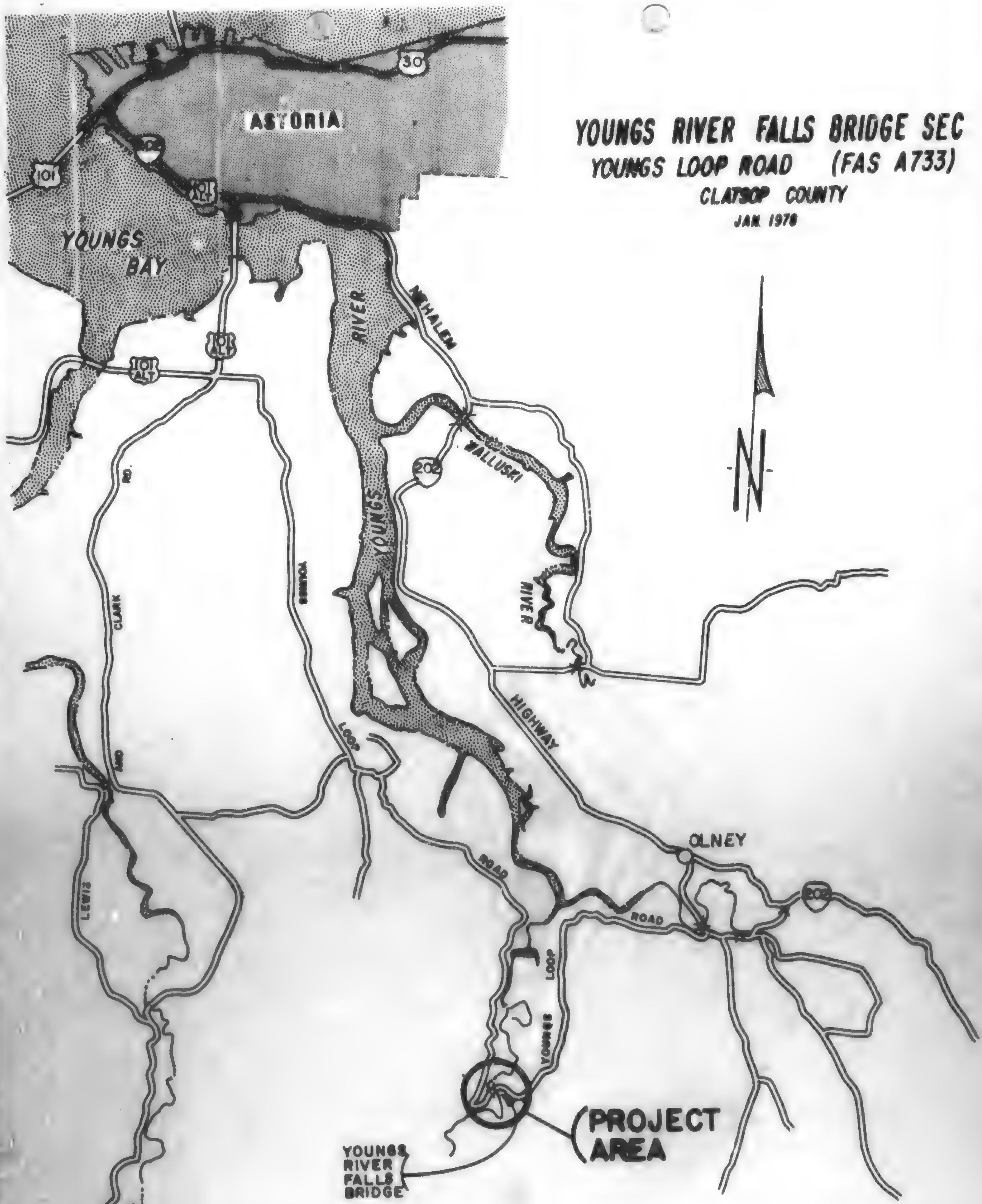
Clatsop County will hold a public hearing on proposed plans for replacement of Youngs River Falls Bridge on Youngs River Loop Road near Olney in Clatsop County, Oregon.

The proposal consists of replacing the structure with a new wider structure.

An informational session will be held with plans for the proposal on display from 6:30 p.m. to 7:30 p.m. in the Olney Grange Hall on Wednesday, May 24, 1978.

A public hearing will be held immediately following the informational session. The public hearing will start promptly at 7:30 p.m. where interested parties will have a chance to comment on the County's proposal.

* * * * * * * * *



YOUNGS RIVER FALLS BRIDGE SEC
YOUNGS LOOP ROAD (FAS A733)
CLATSOP COUNTY
JAN. 1978

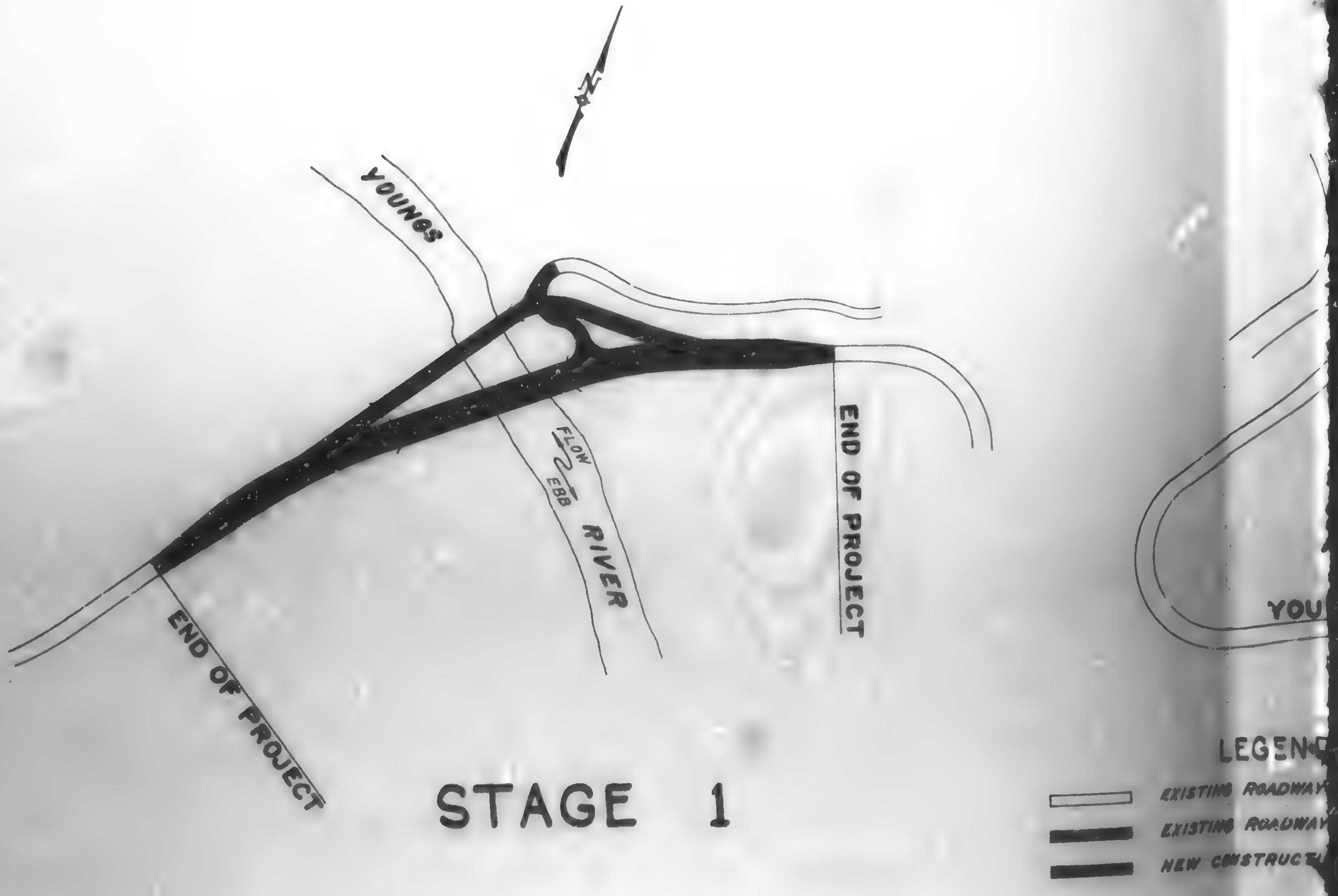
ASTORIA
30
101
101 ALT
YOUNGS BAY
101 ALT
RIVER
NEHALEM
WALLUSKI
202
YOUNGS
RIVER
RD
CLARK
YOUNGS
LOOP
AND
LEWIS
HIGHWAY
OLNEY
202
ROAD
ROAD
LOOP
YOUNGS
N
PROJECT AREA
YOUNGS RIVER FALLS BRIDGE

CORRIDOR-DESIGN HEARING MA

YOUNGS RIVER FALLS BR

YOUNGS LOOP ROAD

CLATSOP COUNTY
FEB. 1978


N
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RIVER
FLOW
EBB
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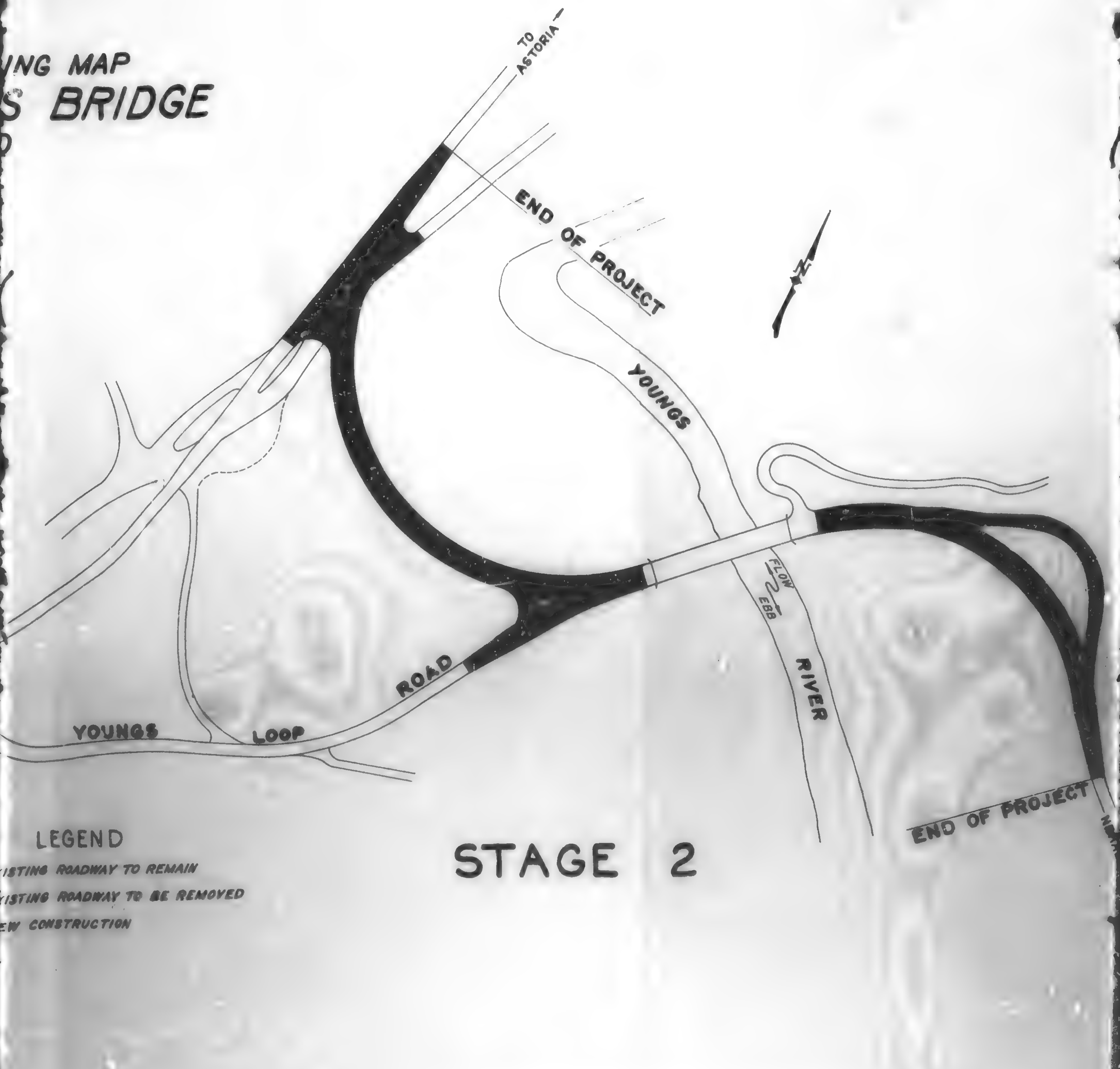
END OF PROJECT
YOU
LEGEN
EXISTING ROADWAY
EXISTING ROADWAY
NEW CONSTRUCT

STAGE 1

office copy

NG MAP

S BRIDGE


TO ASTORIA
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YOUNGS
RIVER
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N
ROAD
YOUNGS
LOOP
END OF PROJECT

STAGE 2

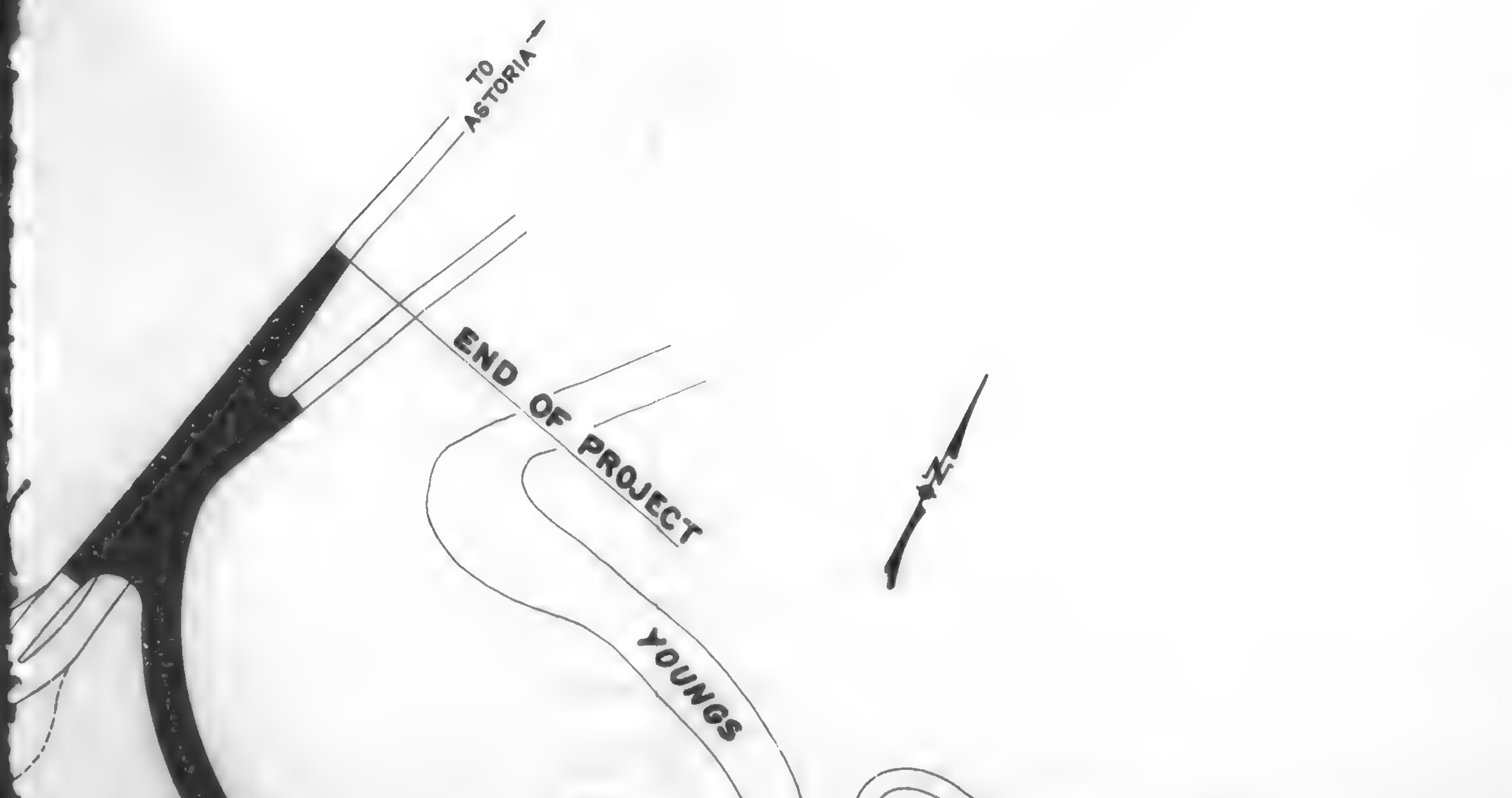
LEGEND

XISTING ROADWAY TO REMAIN

XISTING ROADWAY TO BE REMOVED

EW CONSTRUCTION

office
copy


TO ASTORIA
END OF PROJECT
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YOUNGS
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ROAD
LOOP
END OF PROJECT
TO NEHALEM HWY.

STAGE 2

8999

GENER FILES

L

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 17, 1978

FILE:

FROM: Adele L. Egan
R/W Office Unit Supervisor

SUBJECT: Agreement #93
Youngs River Br. Sec.
Youngs Riv. Loop Co. Rd.
Clatsop County

TO: Jim Dixon
Region 2 R/W Supervisor

Attn: Perry Crosley

Fran

MISC. CONTRACTS and AGREEMENTS No. 6180

Attached is an original copy for the County and a file copy for your records of the subject agreement.

Is this project to be a Federal-Aid Project and a prefix assigned after programming?

AE
mp
Attach.

cc: Cecil Head, ~~w/orig.~~
Bob Wheeler, w/c
Local Govt. Programs, w/c
Title, w/c
Appraisal, w/c

noted in agree. book

NOTED
C. W. HEAD

8999

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
March 24, 1978

FILE:

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: J. Dixon
Reg. R/W Supervisor

REGIONII

SUBJECT: File 50184 etc.

Youngs River Falls Br. Sec.
Youngs River Loop Road (Co. Rd.)
Clatsop County
FAS-C

Attached you will find three original Option forms and one description in sextuplet covering right of way to be acquired in connection with the Youngs River Falls Bridge Section of the Youngs River Loop Road (Co. Rd.) in Clatsop County. This contract is scheduled for letting in the fourth quarter of 1978.

The distribution number to be used for the acquisition of these files has not been assigned.

Do not appraise or negotiate until notified by Frank Lowe.

Please send cost estimates for programming purposes and submit a Relocation Plan to the Relocation Supervisor if one is necessary.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of March 20, 1978.

We are attaching three prints of Map 1R-4-658 covering this area and bearing our date of March 21, 1978.

File No.	Name	Area
50184	Crown Zellerbach Corp.	3.70 ac. ±
50185	Natalie DeSassise	0.47 ac ±
50186	State Land Board	0.07 ac ±
50187	Gene LeRoy Keen and Joyce Elaine Keen	1.35 ac ±

AC:nn
Enc. 3 Options, etc.
cc: C. O. Fredrickson/2 prints
Milner Mead/1 print & Auth. List
Frank Lowe
Title/1 print
A. Riveness/Exhibit
✓Don Harwell

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE 4 FAE ☐ OPE ☐
MAR 27 1978
File: PM FA
LG OP
TAA

8999

FAS 933

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 10, 1978

Salem, Oregon

FILE: 504-1933

Phil Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

SUBJECT: Haynes

TO: Memo to the Files

Chet Anderson called today regarding right of way for Youngs River Falls Loop Bridge.

The County expressed the desire to purchase right of way for phases 1 and 2 prior to construction of phase 1. Right of way for phase 2 is to include property to the river, the additional taking is for waste material disposal site.

POS/dea

cc: Chet Anderson
Duane Christensen

REFERRED TO
Board Dorn
✓ Cole WEC Sample
Eriksen Watson
Hager Lou
[✓ Return:] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
1 Christensen DDC
George
Olson
Terpin
Sullivan
2 Scott
Savage

RECEIVED
MAR 16 1978
ENGINEERING SECTION

Trout
Staudenmaier DDL
☐
Do Not File
Return To
Bring Up __/__/__
Action

8999.

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Youngs River Falls Bridge

Highway: F.A.S. A733

County: Clatsop

Prefix: 504-1933

Res. Engr. C. A. Anderson

Date March 2, 1978

Ten Year Traffic Coefficient 6.6

18 kip s.a. per day 19.7

R value 18

Frost Penetration - - - -

CBE Total Requirement 19.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
3.5"	A.C. (Cl. B)	7.0
9.0"	A.B.	9.0
14.0"		19.0"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Project Management

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
MAR 6 1978
TAA
File: PM LG FA OP

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 14, 1978

Mr. Gerald A. Newgard, Chief
Regulatory Functions Branch
Portland District, Corps of Engineers
Post Office Box 2946
Portland OR 97208

Dear Mr. Newgard:

Re: Youngs River Bridge and
Walluski River Bridge
Clatsop County

Enclosed are applications for the above two projects that require a Section 10 and a Section 404 permit. Attached to the applications are drawings for the two bridges and project assessments. We would appreciate your earliest consideration of these applications.

If you need further information, please contact Donald E. Keyes, Location Liaison Engineer, Oregon State Highway Division, 212 Transportation Building, Salem OR 97310, telephone 378-6265.

Very truly yours,

Frank E. Terpin
Location Engineer
Frank E. Terpin

NOTED
E. S. HUNTER

Attachments

DEK:jp
cc E.S. Hunter
J.H. Versteeg
R.W. Ellison
Gary Potter
Don Trout
D.E. Keyes

RECEIVED
TECHNICAL SERVICES
FEB 15 '78
REFER TO
FOR

8999

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

January 23, 1978

FILE:

RLLenz

FROM: Richard L. Lenz
Hydraulics Engineer

TO: FILE

SUBJECT: Youngs River Falls Bridge
FAS A733
Clatsop County

The existing bridge is a two-span structure comprised of an 80-foot steel pony truss span over the main channel and an 84-foot pile trestle span over the southerly flood plain. The bridge is to be replaced in conjunction with a roadway realignment.

The stream was gaged through a period from 1928 to 1958 at a gaging station located 50 feet upstream of the crest of the falls located about one-half mile upstream from the bridge. Some of the more recent high runoffs have not been recorded in any way. The site is affected by high tide levels but is above the mean low tide elevation. On December 2, 1977, the stream was observed during a particularly high runoff from the drainage basin which was the result of an intense storm pattern which passed through the area. Pictures were taken and high water elevations recorded of the conditions observed about 4:00 p.m. of that day, which would have been shortly before the expected time of high tide. Measured high tide at the Astoria-Tongue Point gage reached 3.55 feet msl.

The pictures show that water was flowing to within one foot of the bottom of the truss members which are three feet below the roadway surface. It should be noted that if this particular runoff had occurred on either December 11, 13 or 15, the water would probably have been over the bridge deck since the tide was 3 to 3½ feet higher on those dates. Debris was found in the truss members below the deck from some past flood(s). A house located upstream from the bridge along the edge of the left flood plain is on concrete pillars with the area below the house boarded in for storage. The last highwater was high enough to get into the storage area.

This class of road would normally call for a 25-year recurrence design; however, because of lack of more recent records on runoff and the observed conditions of the December 2 storm, the length and elevation of the bridge should be based on the physical evidence recently observed. The variable tidal effect precludes establishing elevations for any recurrence frequency. There is only one-half foot difference in elevation between a 25-year and a 200-year flood.

JH
V M

Recommendation

The new structure should be no shorter than the existing structure and the bottom of beams should be at least as high or higher than the existing beams. Additional height for clearance of large debris should be considered. The floodplain on the left bank downstream of the bridge is being considered as a waste area for excess excavation material. It is suggested that the brush and trees in that area be left untouched for a distance from the left stream bank that will coincide with the southerly end of the proposed structure (approximately 90 feet). This brush hinders the flow of floodwaters, slowing them down so that no erosion of the waste area will occur. The slope face of the waste area should be relatively flat-- 3 or 4:1 to some elevation above the observed flood level and seeded for stability. Any fresh embankment faces which will be exposed to highwater should be protected with Class 100 riprap 18 inches thick-- more for stability than erosion, unless the material has a fairly high clay content. If the brush is left, as mentioned above, the velocities seen at the end of the southerly embankment face will be slight so Class 100 riprap would suffice; however, higher velocities which would occur if the brush is removed would call for Class 700 riprap around the end of the embankment.

RLL:mc

cc Frank E. Terpin
W. J. Hart
D. O. Christensen
Gary A. Potter
C. O. Fredrickson
D. N. Harwell
Jack Davis

PROJECT MANAGEMENT
PME ☐ CC ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JAN 25 1978
File: PM FA
TAA LG OP

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs / m^3/s	4330	4690	
Frequency - yrs.	25	100	
H.W. Elevation Natural Channel ft. / m.	***		
H.W. Elevation Channel Change ft. / m.			
Average Velocity - fps / mps	5(±)	5±	

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: *** On December 2, 1978, an elevation of 14.9 was reached on a tide of 3.55 feet msl. The discharge observed that day is estimated at about 4800 cfs, close to a 200-year frequency. Tidal variations control the water surface elevation. Basically, there is about one-half foot difference in water surface elevation between a 25-year and a 200-year frequency runoff.

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

YOUNGS RIVER FALLS BRIDGE

FAS A733

CLATSOP COUNTY

COMPILED BY: Lenz

DATE: January 23, 1978

8779

1

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442 5864

16590
Serial 32
17 January 1978

In reply refer to
Proposed Replacement Bridge
Youngs River Mile 8.8
near Olney, Oregon

PUBLIC NOTICE NO. 78-N-02

BRIDGES

All interested parties are notified that an application has been received by Commander, Thirteenth Coast Guard District from Oregon Department of Transportaion, acting as agent for Clatsop County, for approval of location and plans for a new fixed replacement bridge across a navigable waterway.

WATERWAY AND LOCATION

Youngs River at Mile 8.8 on the Youngs River Loop Road near Olney, Oregon.

CHARACTER OF WORK

The applicant proposes to replace an existing fixed bridge with a new fixed bridge. The existing pony truss bridge was constructed about 1914 with a 16' roadway width. Because of the existing condition of the bridge a 10 ton load limit is in effect. The existing bridge provides a horizontal clearance of 76 feet and vertical clearance of 11.6 feet at M.H.W. The east abutment of the existing bridge will be retained and tie into new rip-rap for protection of the new east bridge approach. The proposed modern concrete bridge will be constructed on a new alignment with a 28 foot travel lane. The bridge approaches will be modified to accommodate the new alignment. Navigation clearances to be provided by the proposed new bridge are:

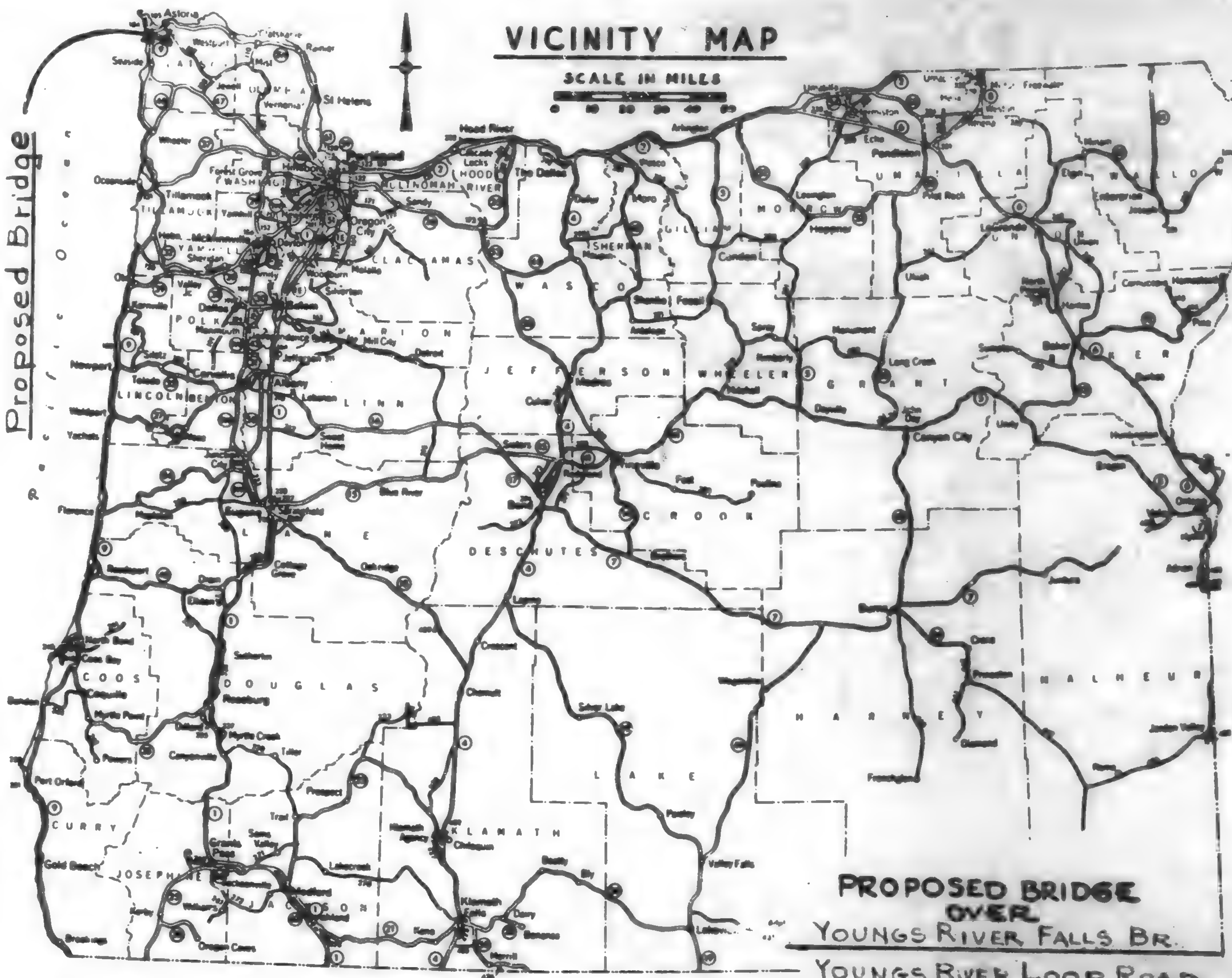
Horizontal - 52 feet

Vertical - 15.1 feet @ Low Water Elev. (Fresh Water)
13.9 feet @ M.H.W. (Tidal)
2.6 feet @ Hi Water Elev. (Fresh Water Flood)

RECEIVED
STATE HWY ENGR
JAN 23 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

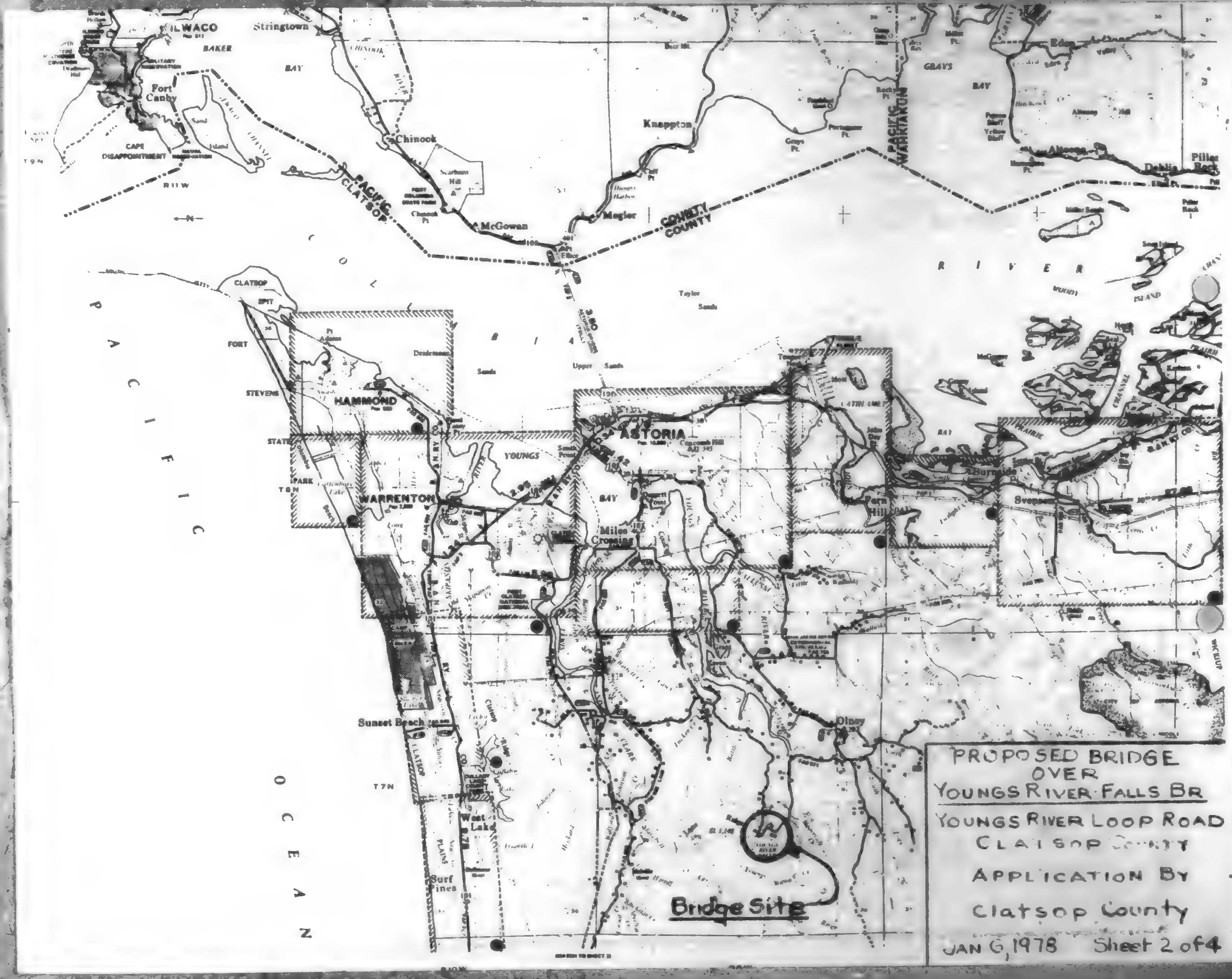
cy Fredrickson
Verstieg
Hart


Proposed Bridge
VICINITY MAP
SCALE IN MILES
Pacific Ocean
Astoria
Seaside
St Helens
Tillamook
WASHINGTON
MULTNOMAH
HOOD RIVER
CLACKAMAS
YAMHILL
POLK
MARION
LINCOLN
BENTON
LINN
LANE
WASCO
SHERMAN
GILLIAM
MORROW
UMATILLA
UNION
WALLOWA
BAKER
GRANT
WHEELER
JEFFERSON
CROOK
DESCHUTES
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
HARNEY
MALHEUR

PROPOSED BRIDGE
OVER
YOUNGS RIVER FALLS BR.

YOUNGS RIVER LOOP ROAD
CLATSOP COUNTY

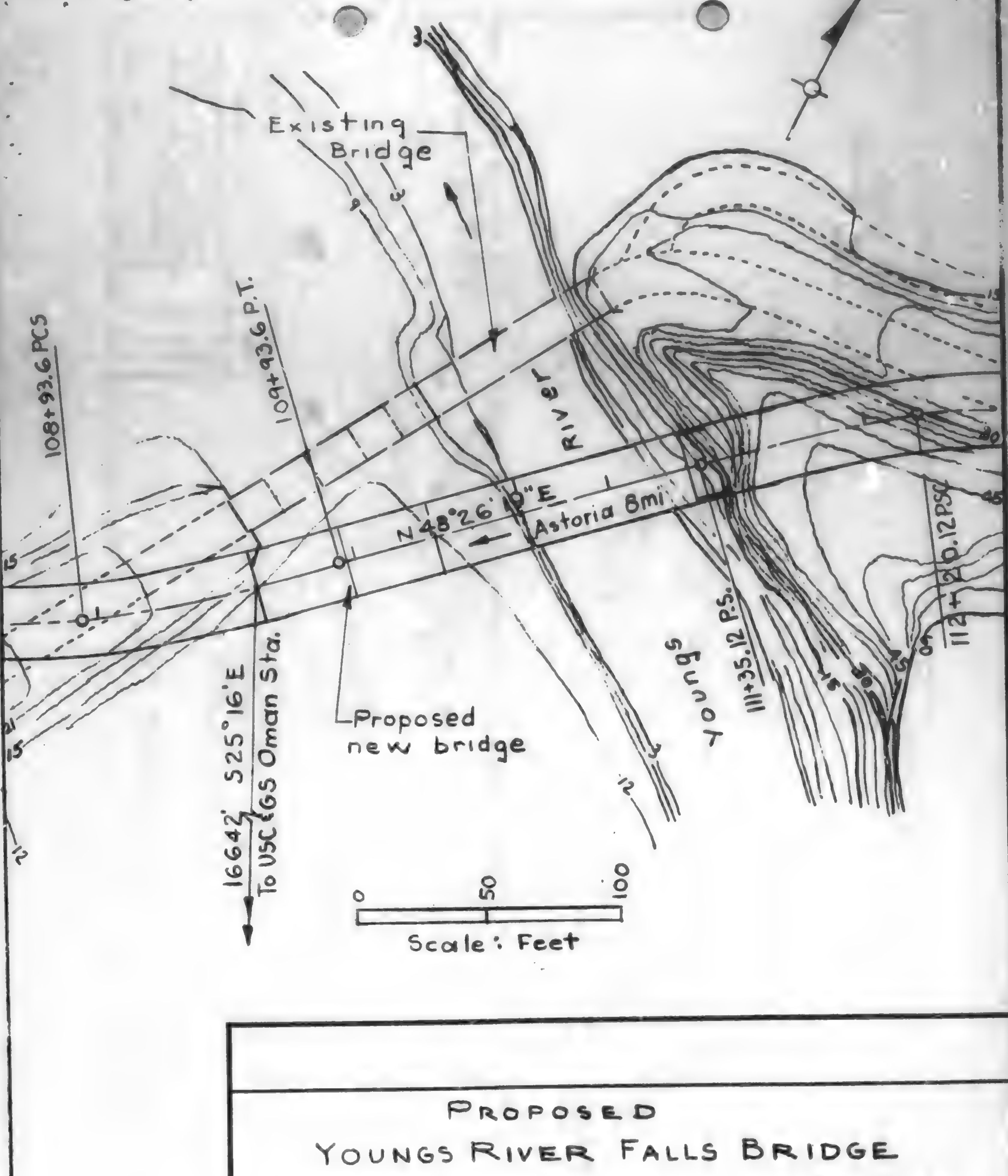
APPLICATION BY
CLATSOP COUNTY
JAN 6, 1978 SHEET 1 OF 4


PACIFIC OCEAN
COLUMBIA RIVER
ILWACO
Stringtown
BAKER BAY
Fort Canby
CAPE DISAPPOINTMENT
Chinook
McGowan
Megler
Knappton
GRAYS BAY
PACIFIC COUNTY
CLATSOP COUNTY
WAHKIAKUM
Pillar Rock
Taylor Sands
Upper Sands
CLATSOP SPIT
FORT STEVENS STATE PARK
HAMMOND
WARRENTON
YOUNGS BAY
ASTORIA
Miles Crossing
Fern Hill
Burnside
Svensen
Olney
Sunset Beach
West Lake
Surf Pines
T 9 N
T 8 N
T 7 N
R 11 W
N

Bridge Site

PROPOSED BRIDGE
OVER
YOUNGS RIVER FALLS BR

YOUNGS RIVER LOOP ROAD
CLATSOP COUNTY
APPLICATION BY
Clatsop County
JAN 6, 1978 Sheet 2 of 4

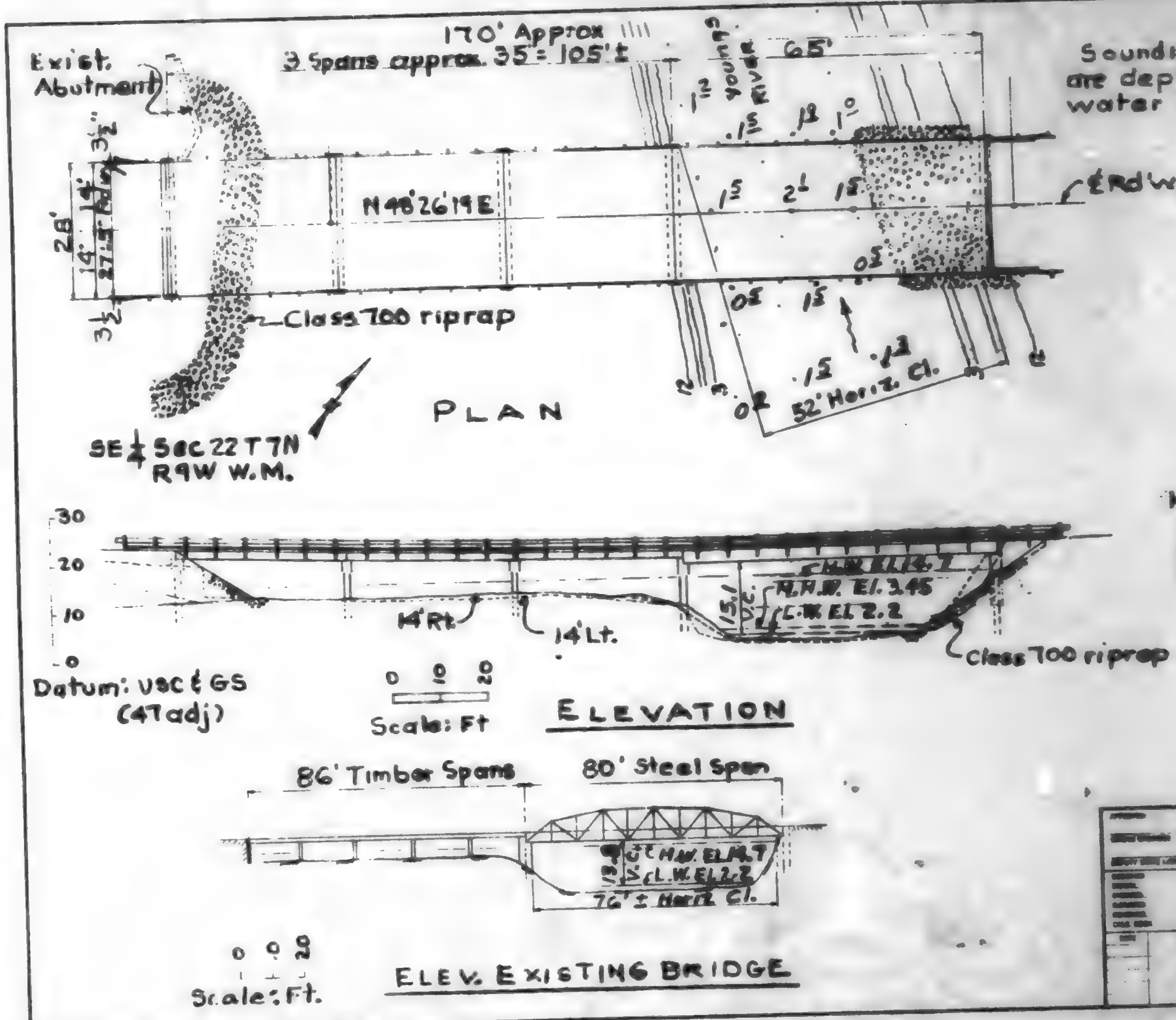

Existing Bridge
River
Youngs
108+93.6 PCS
109+93.6 P.T.
N48°26'10"E
Astoria 8mi.
111+35.12 P.S.
112+20.12PSC
Proposed new bridge
1664.2' S25°16'E
To USC&GS Oman Sta.
0
50
100
Scale: Feet

PROPOSED
YOUNGS RIVER FALLS BRIDGE
YOUNGS RIVER LOOP ROAD - CLATSOP COUNTY

APPROVED:

BRIDGE ENGINEER

DATE 1-3-78 BRIDGE NO. 11170A
DESIGNED
DRAWN DRAWING NO. 3 of 4


170' Approx
3 Spans approx. 35 = 105'±
65'
Exist. Abutment
Youngs River
28'
14'
14'
27.5' Rdwy
3½"
3½"
N 48°26'19"E
1.2
1.5
1.3
1.0
1.5
2.1
1.5
0.5
0.5
1.5
1.5
1.3
0.2
52' Horiz. Cl.
℄ Rd'wy
Class 700 riprap
SE¼ Sec 22 T7N R9W W.M.
PLAN
30
20
10
0
H.W. El. 14.7
M.H.W. El. 3.45
L.W. El. 2.2
15.1
14' Rt.
14' Lt.
Class 700 riprap
Datum: USC&GS (47 adj)
0 10 20
Scale: Ft
ELEVATION
86' Timber Spans
80' Steel Span
H.W. El. 14.7
L.W. El. 2.2
76'± Horiz. Cl.
0 10 20
Scale: Ft.
ELEV. EXISTING BRIDGE

Soundings shown are depths below low water elev.

Note:
H.W. El. 14.7 is fresh water
M.H.W. El. 3.45 is tidal
L.W. El. 2.2 is fresh water.

Proposed
Youngs River Falls Br.
Youngs River Loop Road
PLAN & ELEVATION

4 - 4

8999

January 11, 1978

Commander
13th Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Bridge Permit Application
Youngs River Falls Bridge across Youngs River
on Youngs River Loop Road near Olney, Oregon
River Mile 8.8, Clatsop County

Application is hereby made by the Oregon Department of Transportation, as an agent for Clatsop County, for a permit to cover replacement of the Youngs River Falls Bridge on Youngs River Loop Road in Clatsop County, Oregon.

Legal authority for the structure is found in the General Bridge Act of 1946, amended.

Attached are two copies of the Federal-aid Project Request wherein the County requests that the bridge design (preliminary engineering) be done by the State.

The existing bridge was apparently constructed without benefit of Corps of Engineers or War Department permit, probably prior to the time this section of the river was designated as navigable.

The new bridge is at approximately River Mile 8.8 and slightly upstream from the old structure.

One set of reproducibles and four prints each of Sheets 1 through 4 of the permit drawings are enclosed.

The vertical clearance of the proposed fixed structure is slightly greater than that for the old bridge. The horizontal clearance, as proposed (52 feet), is less than at the old bridge (76 feet); however, this should present no problem because the bridge is only about 2,000 feet downstream from the Youngs River Falls. The Falls (approximately 30 feet high) prevent navigation past that point.

The old structure will be removed down to ground line except for the abutment shown as "existing abutment" on these permit drawings. This abutment will tie into the riprap and help protect the new bridge approach.

Enclosed are two copies of the project assessment which indicates a negative declaration will be required. This application is being sent to you prior to availability of the negative declaration in order that permit processing may be started. The negative declaration will be forwarded to you when available.

It is requested that the Coast Guard issue a permit for this construction.

Very truly yours,

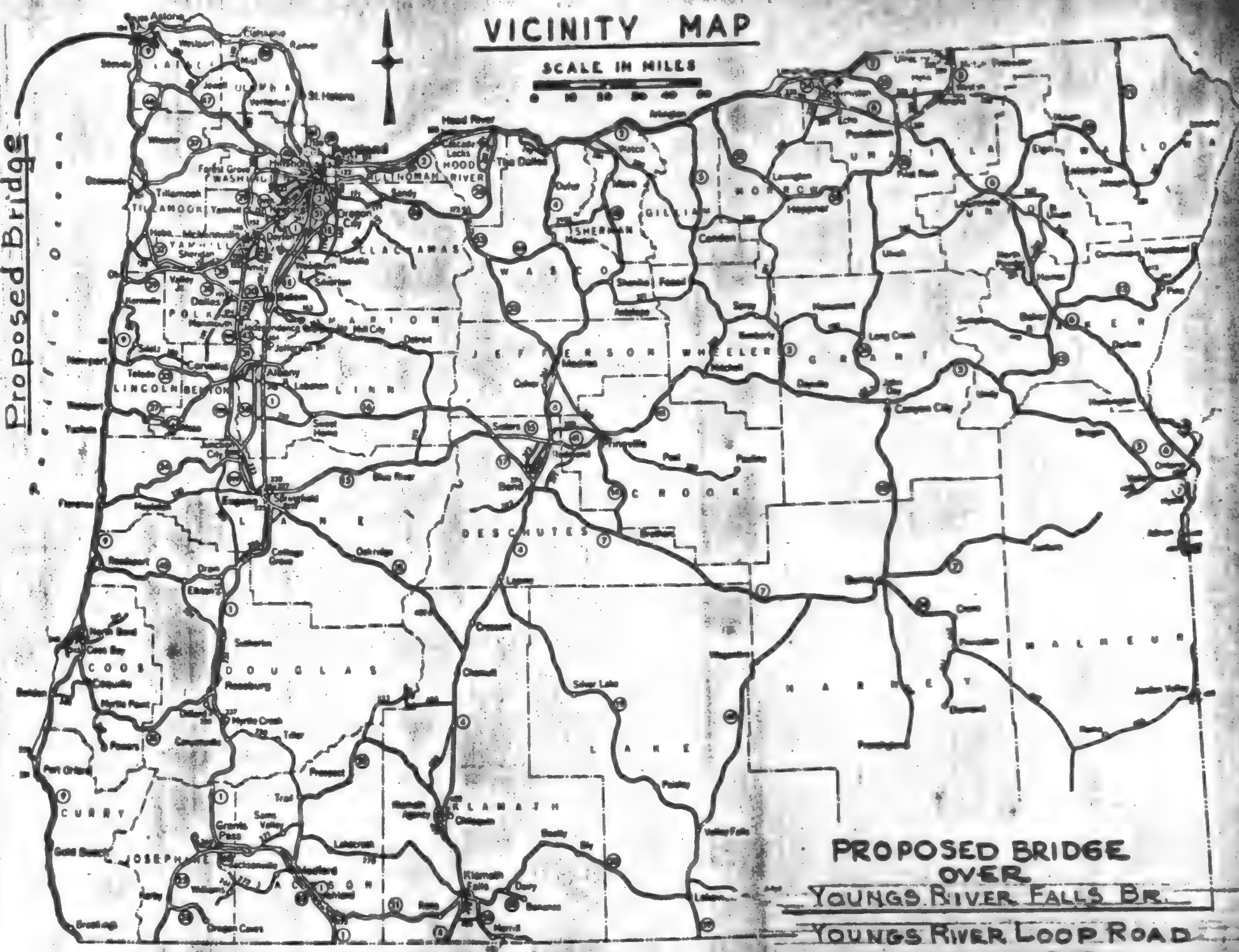
E. S. Hunter
Technical Services Engineer

Attachments

cc Federal Highway Administration
Salem, Oregon

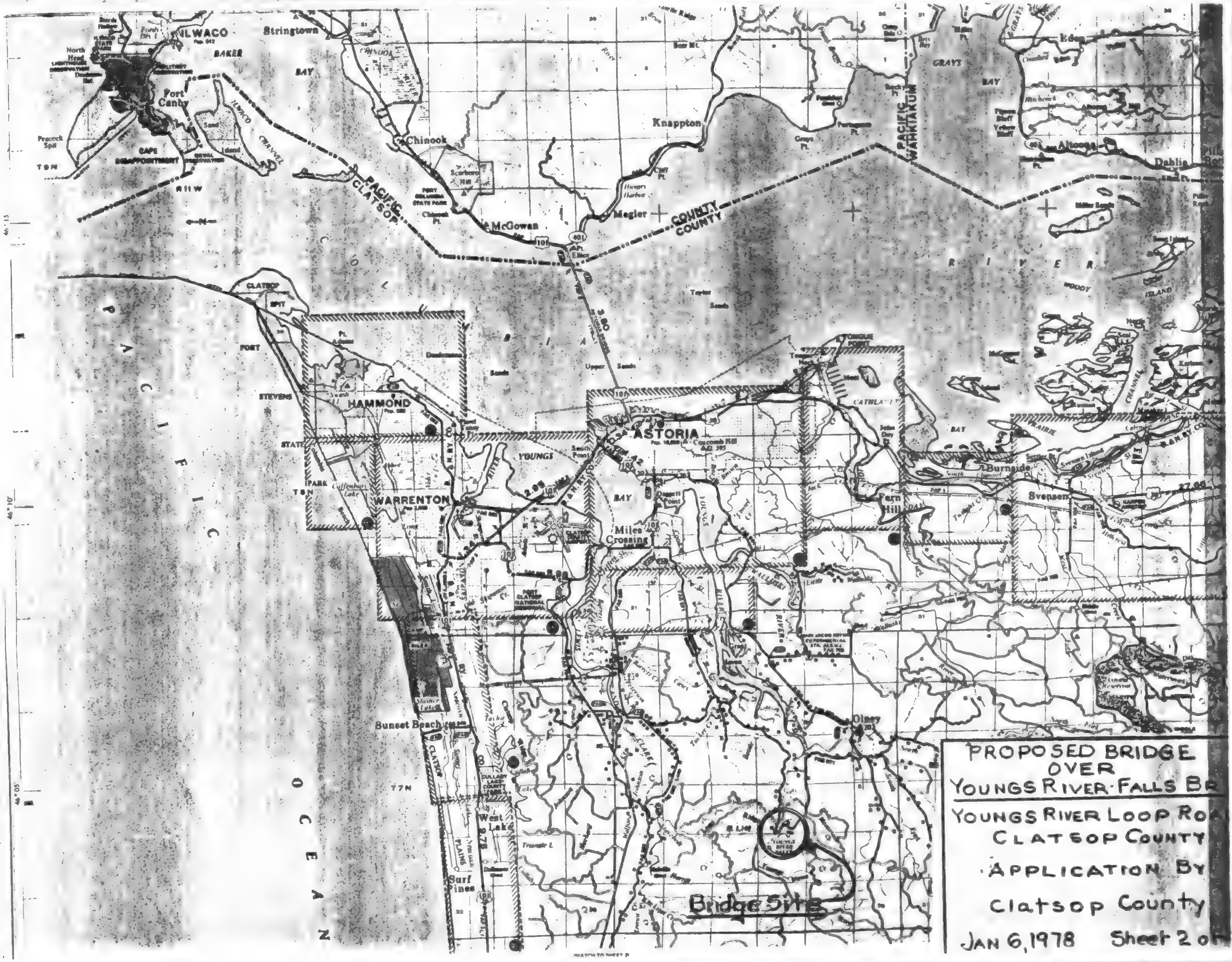
bc F. B. Klaboe
D. H. Moehring (enc.)
J. H. Versteeg "
Gary Potter "
Walt Hart
C. O. Fredrickson "

RWE:dh ja


VICINITY MAP
SCALE IN MILES
0 10 20 30 40 50
Proposed Bridge
CLATSOP
COLUMBIA
TILLAMOOK
WASHINGTON
MULTNOMAH
HOOD RIVER
YAMHILL
CLACKAMAS
POLK
MARION
LINCOLN
BENTON
LINN
LANE
WASCO
SHERMAN
GILLIAM
MORROW
UMATILLA
UNION
WALLOWA
BAKER
JEFFERSON
WHEELER
GRANT
CROOK
DESCHUTES
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
HARNEY
MALHEUR

PROPOSED BRIDGE
OVER
YOUNGS RIVER FALLS BR.
YOUNGS RIVER LOOP ROAD
CLATSOP COUNTY

APPLICATION BY
CLATSOP COUNTY
JAN 6, 1978 SHEET 1 OF 4

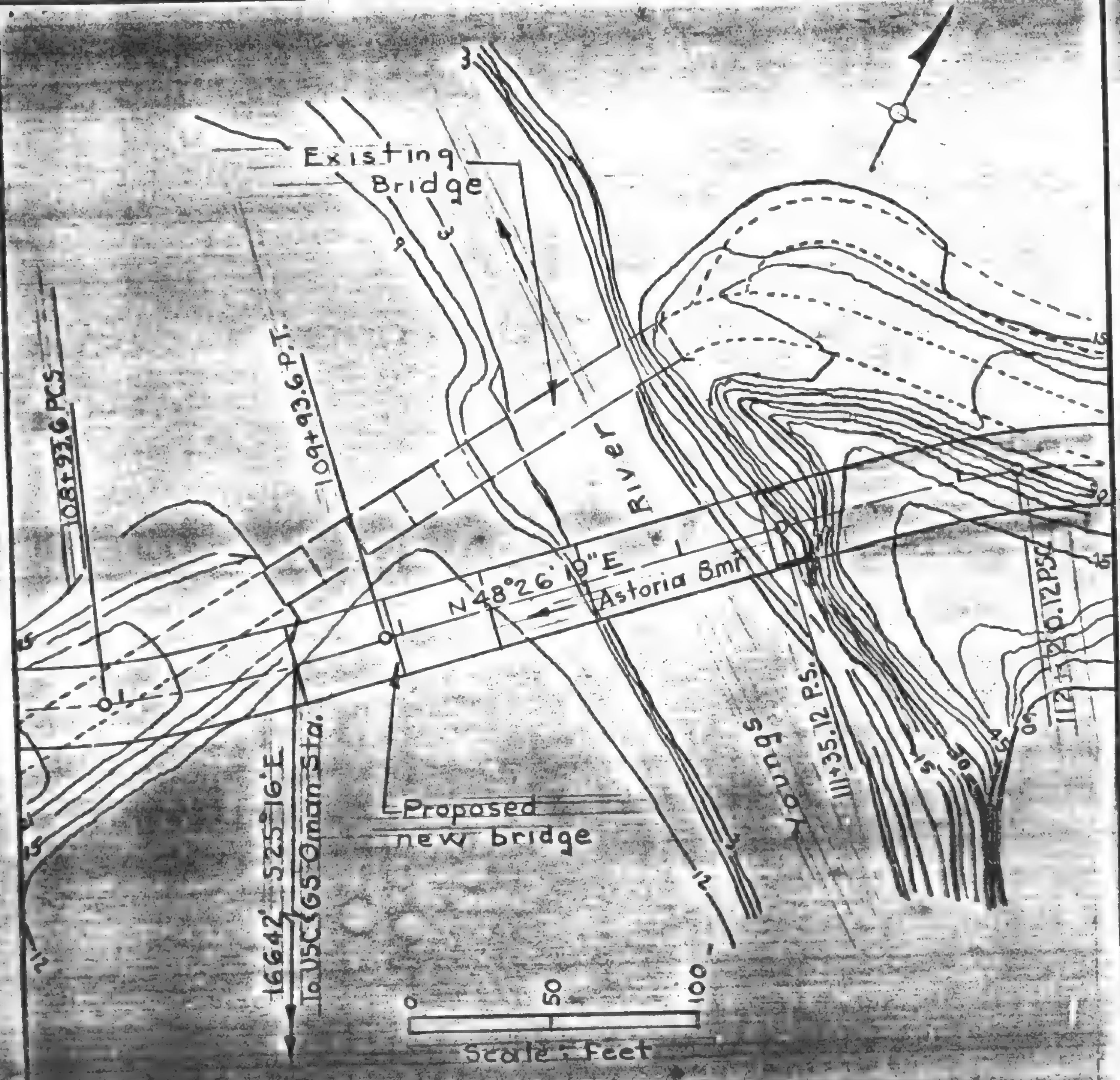

ILWACO
Stringtown
BAKER
BAY
Port Canby
CAPE DISAPPOINTMENT
Peacock Spit
T9N
R11W
Chinook
McGowan
Knappton
Megler
PACIFIC
CLATSOP
COUNTY
COUNTY
PACIFIC
WAHKIAKUM
GRAYS
BAY
Eden
Altoona
Dahlia
CLATSOP SPIT
PACIFIC
OCEAN
COLUMBIA
RIVER
FORT STEVENS STATE PARK
HAMMOND
ASTORIA
WARRENTON
YOUNGS
BAY
Miles Crossing
TONGUE POINT
CATHLAMET
BAY
Fern Hill
Burnside
Svensen
WOODY ISLAND
T8N
T7N
Sunset Beach
CLATSOP
PLAINS
West Lake
Surf Pines
Olney
Bridge Site

PROPOSED BRIDGE
OVER
YOUNGS RIVER FALLS BR

YOUNGS RIVER LOOP ROA
CLATSOP COUNTY

APPLICATION BY
Clatsop County

JAN 6, 1978 Sheet 2 of


Existing Bridge
River
Youngs
N48°26'19"E
Astoria 8mi
Proposed new bridge
108+93.6 P.C.S.
109+93.6 P.T.
111+35.12 P.S.
112+12.0 0.12 PS
16642' S25°16'E
To USC&GS Oman Sta.
15
30
45
12
3
0
50
100
Scale: Feet

PROPOSED

YOUNGS RIVER FALLS BRIDGE

YOUNGS RIVER LOOP ROAD - CLATSOP COUNTY

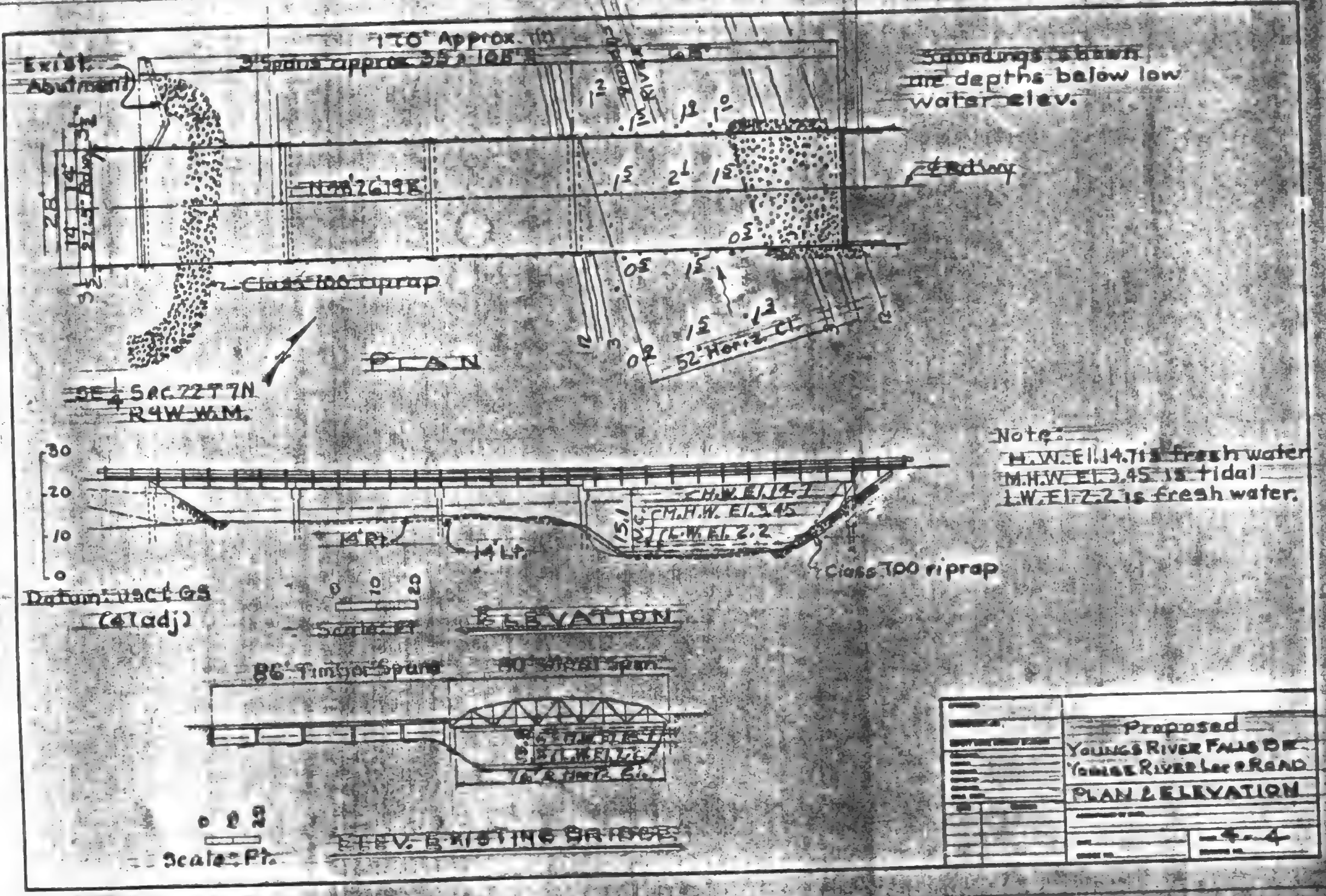
APPROVED:

BRIDGE ENGINEER

DATE 1-3-78 BRIDGE NO. 11170A

DESIGNED

DRAWN DRAWING NO. 3 of 4


170' Approx.
3 Spans approx. 35 x 105'
Exist. Abutment
28'
14'
14'
27.5' Rdwy.
3'
Class 100 riprap
PLAN
SE¼ Sec. 22 T 7N
R 4W W.M.
River
52' Horiz. Cl.
1.2
1.5
1.8
1.0
2.1
0.5
0.2
1.3
30
20
10
0
Datum: USC & GS
(41 adj)
0 10 20
Scale: Ft.
ELEVATION
14' Rt.
14' Lt.
15.1
H.W. El. 14.7
M.H.W. El. 3.45
L.W. El. 2.2
Class 700 riprap
86' Timber Spans
140' Steel Span
ELEV. EXISTING BRIDGE
Scale: Ft.

Soundings shown are depths below low water elev.

Note:
H.W. El. 14.7 is fresh water
M.H.W. El. 3.45 is tidal
L.W. El. 2.2 is fresh water.

Proposed
Youngs River Falls Br.
Youngs River Loop Road
PLAN & ELEVATION

4-4

/ 8999

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 504-1933

INTER-OFFICE CORRESPONDENCE
Salem, OR
December 6, 1977

FROM: John W. Sheldrake
For REGION II ENGINEER

SUBJECT: Youngs River Falls Bridge
Youngs River Loop Road
FAS A733
Clatsop County

TO: Frank E. Terpin
LOCATION ENGINEER

Herewith for the subject project is the location data as listed on the attached transmittal letter.

Chet Anderson has reviewed the field design and cost estimate with Clatsop County. The County has indicated that they might do the surfacing items on Stage I if the project cost exceeds their match capability. Clatsop County originally estimated Stage I cost at $325,000. Our estimate for Stage I (not including R/W) is $342,000.

Regional Geologist has reviewed the projects and found the design satisfactory.

The need for appropriate permits should be investigated.

DWT:bn

Attachment

cc: Chet Anderson w/prints
Phil Stearns
Richard Nelson
File

Returned to
Pete C.
12/8/77

stages be purchased when stage I is built.

Utility companies involved are as follows:

Pacific Northwest Bell; existing lines are presently overhead at the bridge site.

Pacific Power and Light Co.; all services are ~~xhxxx~~ overhead.

Lewis and Clark Water District; presently they have a 2" water line attached to the south side of the existing bridge, servicing two (2) houses on the east side of Youngs River. Provisions should be made to relocate the 2" water line on the new structure.

All utilities are on county right-of-way except for P.P. & L. power pole number 225100 which is in the new proposal for stage II construction. Anticipated funds should be set aside to cover the cost of relocating this pole.

Surfacing and concrete materials necessary for the project are available from commercial sources in the Astoria area. No material sources have been established for the project.

YOUNGS RIVER FALLS BRIDGE
Youngs River Loop Road
Clatsop County

NARRATIVE REPORT

The subject project is located at approximate mile post 7.8 on Youngs River Loop Road, Clatsop County. The existing roadway is 16 feet wide, concrete pavement. No right-of-way pins or centerline monuments could be found within the project limits. The only reference monument found and tied as a control for the property lines projected on the detail map is the ¼ corner common to sections 22 and 27. Stationing and coordinates were assumed. Assumed bearings were compared with a solar observation taken in the field with a calculated correction shown on the detail map of 0° 19' 23" Az. Rt.

The project as proposed and recommended by county officials is for construction in two (2) stages. Stage I covers construction of the new structure and temporary approaches. Stage II covers realignment of the existing roadway utilizing stage I alignment and grades.

Keeping this in mind, the waste area designated for the 6,700 cubic yards of excavation under stage I is the roadbed fill required for stage II from station 107+45 to station 109+18. This area should be constructed as per section 203.39 of the Standard Specifications for Highway Construction. Constructing this embankment area requires installation of an 18" culvert pipe with riprap slope protection at the outlet.

We recommend that the road be closed to through traffic during construction of the new bridge. Thus allowing the old structure to be used for hauling the excavted material from the east to the west side of the river. No traffic protection and direction would be required at this time. There is a 10 ton load limit on the existing bridge, limiting the haul loads to that amount. It should be stated however that we do not guarantee that the bridge can support that amount. We recommend that the existing bridge becomes the responsibility of the contractor when the road is closed, and that he should use his own judgement concerning how the bridge might be used. No extra payment for haul is anticipated for the project either for stage I or stage II. The contractor will be required to maintain an access to the Jessen residence during construction. It is the only means by which Mr. Jessen has of getting to and from his home.

The bridge , Youngs River has been determined to be navigitable by the Coast Guard's definition, and a permit will be required.

Youngs River is also a spawning ground for fish. Care should be exercised by the contractor when working along the river bank to avoid contaminating and destroying the river bed.

Stage II construction consists primarily of realigning the existing roadway. The work involved consists of excavating approximately 29,400 cubic yards of material and paving on both sides of the new structure. The majority of the work will be off the existing roadway. The new bridge will be used to haul the excavated material to the designated waste area. The designated waste area will be located between the west bank of the river and the new alignment. We recommend that the waste area be constructed in layers as specified in section 203.39 of the Standard Specifications. During stage II construction, traffic across the new structure should be maintained at all times.

We recommend that all right-of-way necessary to construct both

YOUNGS RIVER FALLS BRIDGE

Youngs River Loop Road

Clatsop County

NARRATIVE REPORT

OREGON STATE HIGHWAY DIVISION

SHEET 1 OF 2 SHEETS

Clatsop County

QUANTITY AND COST SUMMARY (STAGE I)

Item No.	Item	Unit	Unit Amt.	Quantity	Amount
1	Mobilization	Lump Sum	25,000.00	100%	25,000.00
2	Temp. Pro. & Dir. of Traffic	Lump Sum	2,000.00	100%	2,000.00
3	Temporary Signs	Sq. Ft.	7.00	102.00	714.00
4	Temporary Barricades	Each	100.00	4	400.00
5	Flagmen	Hours	17.00	200	3,400.00
6	Clearing & Grubbing	Lump Sum	2,500.00	100%	2,500.00
7	Removal of Struct. & Obstruct.	Lump Sum	1,000.00	100%	1,000.00
8	General Excavation	Cu. Yd.	6.00	6,700.00	40,200.00
9	Finishing Roadbed & Slopes	Lump Sum	2,500.00	100%	2,500.00
10	Watering	M-Gals.	20.00	20	400.00
11	Aggregate Base	Tons	8.75	1,200.00	10,500.00
12	Class C Asph. Conc. Mix	Tons	27.00	450	12,150.00
13	Asphalt Cement in Mix	Tons	100.00	25	2,500.00
14	Tack Coat	Tons	250.00	1	250.00
15	12-Inch Culvert Pipe	Lin. Ft.	12.00	50	600.00
16	18-Inch Culvert Pipe	Lin. Ft.	17.00	78	1,326.00
17	Type 1 Fence	Lin. Ft.	3.50	293	1,025.00
18	Extra for Asph. Approaches	Each	100.00	1	100.00
19	Loose Riprap - Class 100	Cu. Yd.	10.00	70	700.00
20	Setting Mail Box Posts	Each	50.00	1	50.00
21	Roadside Seeding & Mulching	Acre	500.00	0.56	280.00
22	Guide Posts	Each	12.00	10	120.00
23	Guard Rail, Type 3	Lin. Ft.	20.00	175	3500.00
24	Guard Rail Anchors Type 1	Each	250.00	2	500.00
25	Guard Rail Anchors Type 2	Each	250.00	1	250.00
26	Guard Rail End Piece, Type C	Each	55.00	3	165.00
	TOTAL GRADING & PAVING				$ 112,130.00

TABULATION SHEET

OREGON STATE HIGHWAY
DIVISION

SHEET 2 OF 2 SHEETS

Youngs River Falls Bridge
Youngs River Loop Road
Clatsop County

QUANTITY AND COST SUMMARY (STAGE I)

Item #	Item		Unit	Unit Amt.	Quantity	Amount
27	Bridge Work	(\$30/ft.^{2}±)	Lump Sum	151,200.00	100%	$151,200.00
28	Remove Exist.	Bridge	Lump Sum	10,000.00	100%	10,000.00
			Contract Item Total			$273,330.00
		Engineering & Contingencies			25%	68,500.00
			Sub TOTAL COST			$341,830.00
			R/W Costs			
				Total		

5771

PROGRAM MANAGEMENT OFFICE MEMO

Date 9-23-77

Subject Youngs River Falls Bridge File No. —

Received (call) [✓ (visit)] from John Dooley

Address Clatsop County - Roadmaster

Made [✓ (call)] (visit) to John's office 9-26 Phone 325-7441 (40)

Reason for contact and general discussion: related for Hopkins discussion of beefup of existing prior to contract.

Clatsop County requested FAS-C project on structure, to cost approx. $325,000. Agreement signed - survey authorization approved & in discussion with Res Engr. Office, They plan work in early 1978 for survey. Clatsop County will do temporary "beefup" to hold bridge until construction contract can be let. Dooley has reviewed matter in field with his Engnr & Supt & will start 9-27 or repair, such as shore up bents, sand blast & reweld any weaken supports, etc.

Const. (Hopkins) & Bridge (Alloway) should withdraw from any extra effort at this time.

Signature Don Harwood

cc-Sheldrake

File ( ) [✓ ( )] [✓ ( )] ( ) ( ) [✓ ( )] ( ) ( )
Circulate: RME LGE OPE FAE CCE OM Other

8999 1

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Department of Transportation

PROJECT TITLE: Youngs River Falls Bridge CLATSOP

DATE: September 14, 1977

RECEIVED
STATE HWY ENGR
SEP 23 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as proposed~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTED
H.S. COULTER

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

J. Sheldrake, Reg. 2
E. L. Everton, Dis. 1
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7707 2 800

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD
7-12-77

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

[illegible] 1977

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
JUL 19 1977
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7707 2 800 Due Date: AUG 12 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By M E [illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

INTERGOVERNMENTAL RELATIONS DIVISION
JUL 21 1977

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7707 2 800 Due Date: AUG 12 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

REMARKS (Please type or print legibly)

Young River Falls Bridge, Clatsop County
FAS A733
Prior to construction, if funded, the existing Bridge and bridge
area should be surveyed by professionals competent
in the fields of history and archeology.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency SHPO By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7707 2 800 Due Date: AUG 12 1977 (WILCOX 8/11) EXTENDED TO 9/9

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- (x) Please coordinate the implementation of the proposal with us.
- (x) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Youngs River and adjacent wetlands provide valuable habitat for fish and wildlife. All species of migratory fish use Youngs River up to the falls. The proposed project could have adverse effects on wildlife resources unless preventive measures are taken.
Extreme care must be taken to prevent any pollutants, such as concrete, petroleum products, silt, etc, from entering the water. Instream work should be confined to the period from June 15 to September 1.
Please coordinate any work that may impact wetlands with our district wildlife biologist, Doug Taylor, at Tillamook. His office phone number is 842-2741.

Agency Fish & Wildlife By James B. Haas
ENVIRONMENTAL MANAGEMENT SECTION 9/9/77

8999

September 8, 1977

MISC. CONTRACTS and
AGREEMENTS No. 6180

Clatsop County Board of Commissioners
Courthouse
Astoria, OR 97103

Attention: Norma Hunsinger
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the Youngs River Falls Bridge Section of the Youngs River Loop Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kk:

Attachment

bc: Don Harwell (agreement attached)

8-15-77

8999

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	RS-A733(1)
STATE PROJECT NO.	See Below
COUNTY NAME	Clatsop
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	70330

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-15-77	Secondary A733	County Road

GENERAL LOCATION:

"Youngs River Falls Bridge Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) All phases of PE necessary to obtain an approved final negative declaration TEC not to exceed $30,000-FF $25,740

☐ ACQUISITION OF RIGHT OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 7-14-77.

RECEIVED
STATE HWY ENGR
AUG 16 '77
REFER TO Planning
FOR
Info Inves R/D D/R Sign Act File

orig. to

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-15-77	G. K.	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8999

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 14, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Project Data Submission
Item No. 70330
Project No. RS-A733(1)
Youngs River Falls Bridge Section
Clatsop County

Attached is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering necessary to obtain an approved final negative declaration at an estimated total cost of $30,000 with an obligation of $25,740 in federal funds.

CL:ljt

cc: J. Sheldrake, Reg. 2
Harold Reynoldson

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

DATE SUBMITTED TO W.O.

July 14, 1977

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Approx. 8 miles SE of Astoria 21 65	ADT	PRESENT DHV 30 250	FUTURE 380 (66) (70)	YEAR 97 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NAT'L FOREST (63) (65)	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA (71)(72)	EMERG. YR. (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23	NUMBER A733(1) 7

CARD	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Clatsop			CO 00
	NAME OF URBAN AREA 17-31 --	ROUTE NO. S	FEDERAL-AID A733 (32)	STATE Co. Rd. (36)	U.S. -- (37)

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			0.53	40,000	34,320	5,680	
5					ROW							
5					CONST (CODE)		"Youngs River Falls Bridge Section"					

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.53	40,000 (16) (23)	34,320 (24) (33)	5,680
1	14	PROGRAM APPROVAL DATES December 9, 1976					REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

July 14, 1977

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

JECT LOCATION (45 typewriter spaces) . Rd., Approx. 8 miles SE of Astoria	ADT	PRESENT DHV 30 250	FUTURE 380	YEAR 97	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075	ITEM NO. 70330

WORK (35 typewriter y Engineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS-	NUMBER A733(1)	SEQ. NO.	T. Projects Only POST MI.	DESIG.

ndary

COUNTY NAME Clatsop			CODE 007		PROGRAM STAGE ☐ 1 OR ☐ 2
ROUTE NO. S	FEDERAL-AID A733	STATE Co. Rd.	U.S. --		

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E			0.53	40,000	34,320	5,680		
OW								
ONST (CODE)		"Youngs River Falls Bridge Section"						ROW - 60' Maximum; Access Control-None; Parking Restrictions- None.
CL		PROJECT TOTALS	0.53	40,000	34,320	5,680		

PPROVAL DATES
December 9, 1976

REMARKS

-over-

USCOMM DUSCOMM-DC 48903-P61

YOUNGS RIVER FALLS BRIDGE SECTION

PROJECT NO. RS-A733(1)

Existing Facility:

Roadway--15' travel surface with 4' shoulders.
Structure--Youngs River Falls Br. #11170;80' steel pony truss with 85' wood trestle approach spans, 15' roadway.

Adjacent Sections: Same as existing roadway facilities.

Project Data: Work under this project consists of all phases of preliminary engineering, including preliminary engineering by utility forces, necessary for the future construction on revised alignment of a reinforced concrete bridge 165 feet in length with a 28' roadway and required approach roadways.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Major action project requiring preparation of a Negative Declaration concurred in by FHWA on May 16, 1977.

FHPM 4-1-4 Requirements:

State Clearinghouse---A-95 review letter of approval dated October 27, 1976.

District 1 Clearinghouse---Notice of Intent was submitted to District 1 Clearinghouse on September 29, 1976 and since the notice has lain before the Clearinghouse more than 30 days without action it is assumed that no adverse review or comments will be received.

FHPM 7-7-5

Public H

Locatio

Data for PP

NOTE: Thi

steel pony truss
pans, 15' roadway.

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revised alignment of
ith a 28' roadway and

ments, Historical and

quiring preparation
May 16, 1977.

pproval dated

was submitted to
29, 1976 and since
nghouse more than
that no adverse

FHPM 7-7-5 Requirements:

Public Hearings---Opportunity for a hearing will be offered.

Location/Design---Approval will be granted under the provisions of the approved Secondary Road Plan.

Data for PR 37: Preliminary Engineering-------Field Work $30,000
-PS&E Preparation $10,000

NOTE: This project is in Congressional District No. 1.

8799

2

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

July 12, 1977

TO
Executive Department
Federal Aid Coordination Unit

Clatsop-Tillamook Intergovernmental Council
P. O. Box 488
Cannon Beach, OR 97110

FROM
D. E. Swan
D E Swan
Federal Aid Engineer

SUBJECT
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 1
Section: Youngs River Falls Bridge
Highway: Youngs River Loop Road, FAS A733
County: Clatsop

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be August 12, 1977.

BLG: ljt

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison
J. Sheldrake, Reg. 2
E. L. Everton, Dist. 1
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JUL 13 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8) PNRS #	Page One

02	12) APPLICANT [45 Department of Transportation	46) DIVISION [79 Highway
03	12) APPLICANT ADDRESS STREET [45 207 DOT Building	46) CITY [60 Salem 76) ZIP [80 97310
04	12) CONTACT PERSON [45 D. H. Moehring	46) AREA CODE [48 503 49) PHONE [55 378 56) EXTENSION [59 6563
01	12) PROJECT TITLE [71 Youngs River Falls Bridge	
11	12) PROJECT LOCATION—CITY Youngs River Loop Road FAS A733	PROJECT LOCATION—COUNTY Clatsop PROJECT LOCATION [79 SEC: 22 T: 7N R: 9W

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05

06 12) The proposed project is to construct a new bridge on a new alignment in the [71

07 12) general location of the existing structure. [71

08 12) [71

09 12) (See attached sheets) [71

10 12) [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12) (A) Grant [19	20) (B) Other [27	28) (C) State [35	36) (D) Local [43	44) (E) FUNDS [51	52) (F) FUNDS [60
$494,500	--	$40,250	$40,250	--	$575,000

13	12) TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46) TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12) FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12) FEDERAL AGENCY NAME [45 U.S. Dept. of Transportation	46) FEDERAL SUB-AGENCY NAME [79 Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: July 12, 1977

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41) MONTH [42 Aug.	43) DAY [44 12	45) YEAR [46 1977

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 7/12/77

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(e) This is a Category 3 project of major non-significant environmental impact under Oregon Action Plan.

CATEGORY
3 PROJECT
MAJOR - N.S.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

RS-A733 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date May 6, 1977
Section Youngs River Falls Bridge
Unit (if appl)
County Clatsop
City
Highway Youngs River Loop Road
State Hwy. No. F.A.S. A733
Termini: M.P.(if appl) 7.53 - 8.07
Length 0.54 mile
Region 2
Construction Estimate $600,000
Program Amount

B. Purpose of Project: To replace an existing bridge that was placed in Service in 1914 and is now limited to a 10 ton load, and to reconstruct an approximate 1400 feet of highway at either side of the structure to provide improved width, alignment and grade.

C. Origin & History of Project: A Federal Aid Project Request dated March 15, 1977 has been submitted by Clatsop County for a FAS-C Project. A request for Authority for Survey dated April 15, 1977 has been forwarded for processing.

D. General Description of Project: The proposed project is to construct a new bridge on a new alignment in the genaral location of the existing structure at river mile 10. Temporary approaches connecting to the existing highway would be part of an initial stage of a 2 stage proposal. The second stage would be to reconstruct the highway to the east and west of the structure for approximately 1400 feet each direction.

Alignment: New ____ Existing ____ Combined X

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0
Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0
Traffic: Existing Facility: Existing ADT 200-300; Projected ADT 300-400; Yr. 1997
Existing Level of Service Not determined

Proposed Facility: Projected ADT 300-400 ; Yr. 1997
Projected Level of Service C

734-3953 (10-75)

Right of Way: Additional anticipated yes (Yes, No); if yes, give approx. No. Parcels To be determined.

at a maximum-not more than 6 acres
Acres unknown; Type of Relocation Req. None; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:
No barrow or waste requirements are anticipated. Commercial sources are available to supply surfacing materials.

Type of Structure(s):
Fixed Span.

Brief Description of River or Stream and Type of Involvement, if any:
Youngs River is tributary to Youngs Bay, a part of the Columbia River estuary. The River is considered to be navigable to river mile 8.3, the approximate head of tide. Bridge construction would require some in stream work such as pile driving or excavating for bridge piers. The existing structure would be removed. Coast Guard and Corps of Engineers permits would be required.

Local City, County or COG priorities of project:
The existing structure was constructed in 1914 and is now posted for a ten ton load limit. The bridge replacement is a county priority.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):
None Identified at this time.

Other Descriptive Information or Comments:
It is anticipated that the river crossing will be closed to traffic during bridge construction. Other roads and highways are available for detour routes to by pass the construction area.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. **Natural**: The project area lies at the upper limits of the low lying valley floor extending along the Youngs River from Youngs Bay to the Youngs river falls at approximate river mile 11. The hydraulic gradient of the river below the fall is relatively flat and stream flow is affected by the ocean tides to river mile point 8.6. This section of the river flows in a general northwest direction meandering through a rather narrow valley surrounded by low rolling hills.

The hill slopes above the valley floor have been clear logged at some time in the past and are generally covered with vegetation common to the early stages of seral regrowth. Excellent wildlife habitat is provided and many species of birds and animals are present. The Youngs River is also considered to be a valuable fishery resource.

Generally the valley floor and adjoining hill sides are well drained however, there are apparent wet lands scattered along low lying areas of the valley floor. Some Older growth riparian vegetation remain along the valley floor following the river banks highway rights of way and other private property that was not affected by the clear logging of the general area. The over story species in these area consist of hemlock, spruce, alder, and big leaf Maple, some extending to a height of 60 feet or more. A middle story of scattered red elderberry, ceder, willow and immature overstory species over shadow a scattered to dense understory of wildflowers, sword fern, wild blackberry and other native grasses and forbes. Skunk Cabbage delineates a small wetland that may be affected by the proposed highway realignment.

2. **Cultural**: The Valley floor is generally an intermix of small acreage pasture lands occupying flat flood plane terraces of alluvium deposits and the riparion vegetation extending along the stream sides and into undeveloped areas of home sites and farm land.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

The amount of right of way to be acquired has not been determined as yet but is estimated to not exceed six acres. No homes, individuals or significant amount of farm land will be displaced. Some older growth trees along the existing right of way and the Younger vegetation of the seral regrowth on hill sides would be removed from the actual construction areas.

2. Estimated Impact on Traffic Patterns:

Some temporary out of direction travel may be required during bridge construction.

Consequences--Air Quality, Noise, Safety, etc.:

It is not anticipated that there would be any significant increase in the traffic volumes as a result of the proposed construction. The proposed wider bridge and road would improve safety.

3. Estimated Impact on Land Use:

There should be no impact on land use beyond that required for highway construction.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Some wild life habitat would be removed, including wetlands.

Consequences:

Not significant, similiar habitat is abundant and continuous in the area.

5. Expected Impact on Cultural and Scenic Resources:

Approximately 1400 feet of highway construction would be along a new alignment through woodlands.

A cultural resource survey would probably be required.

Consequences:

This would be a visual impact as seen from the highway and possibly from one homesite.

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards A noise study report will be prepared as per FHPM 7-7-3.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

The proposed project is considered to be consistant with the above plans and standards.

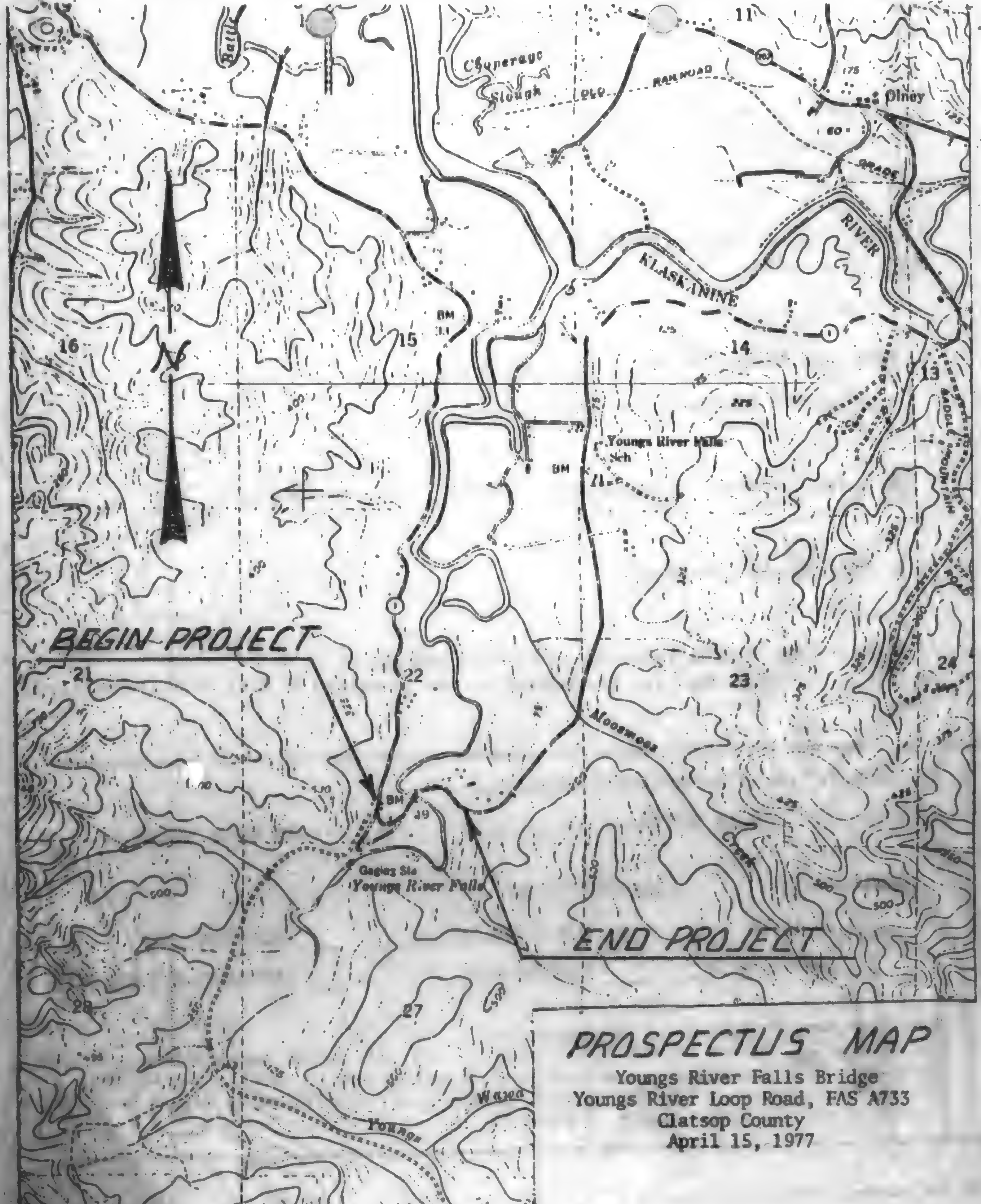
C. Recommended Type of Action and Documentation:

------------MAJOR ACTION------------ X		----NON-MAJOR ACTION----
SIGNIFICANT:	NON-SIGNIFICANT:	
___ D & FEIS	_x_ D & F Neg.Dec.	___ ASSESSMENT ONLY
___ Section 4(f)	___ Section 4(f)	___ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

In accordance with FH PM 7-7-2 section 10 (f) it is recomended that the project be classified as a catagory 3, major action until the adverse impacts of construction as identified by preliminary engineering and other field studies can be more fully evaluated.

D. Recommended Project Category: ___ 1 ___ 2 _X_ 3 ___ 4


BEGIN PROJECT
END PROJECT
N
Klaskanine River
Chuperayo Slough
Olney
Youngs River Falls Sch
Youngs River Falls
Gaging Sta
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PROSPECTUS MAP

Youngs River Falls Bridge
Youngs River Loop Road, FAS A733
Clatsop County
April 15, 1977

S 22 T7N R9W WM

8999

2

DATE: June 9, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: FASC Project Requests

On the Consent Calendar for the June 21 meeting will be eight requests for approval of Federal Aid Secondary System Projects.

Clatsop County is requesting a $575,000 project to reconstruct a 0.53 mile section of Youngs River Loop Road and to replace the bridge across Youngs River.

A $345,000 project to realign approximately 1,500 feet of Dethman Ridge Road and construct a structure across Neal Creek is being requested by Hood River County.

The request from Lane County is for replacing an existing wooden bridge crossing EWEB power canal with a concrete structure estimated to cost $135,000.

Linn County is requesting a $490,000 project to replace the existing steel bridge crossing the South Santiam River on Pleasant Valley Road in Sweet Home.

The request from Malheur County is for a $107,000 project to replace a pony truss bridge with a concrete structure crossing Bully Creek on Airport Road.

A $198,000 project to widen and improve a 0.48 mile section of N.E. 8th Avenue in MiltonFreewater is the request from Umatilla County.

Union County's request is for replacing a deficient bridge across the Grande Ronde River on Pierce Lane with a concrete structure estimated to cost $182,000.

The request from Wallowa County is for a $154,000 project to construct a structure across the Imnaha River and realign approximately 900 feet of Imnaha River Road.

Federal Aid Secondary funds for these projects is estimated at $1,897,160 with the State providing approximately $154,420 in match funds and a like amount being contributed by the counties.

These projects have been investigated and are eligible for funding under the Federal Aid Secondary Program. I recommend your approval and request authority to sign the project agreements for and on your behalf.

Attachments (20)

GEZ:ljt

bc:
R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
L. W. Rulien
L. E. George
J. M. Versteeg
V. E. Skoog
E. L. Hardt, Reg. 1
John Sheldrake, Reg. 2
A. Shirley, Jr., Reg. 3
W. E. Schwartz, Reg. 5
D. N. Harwell
George Bell
Max Klotz

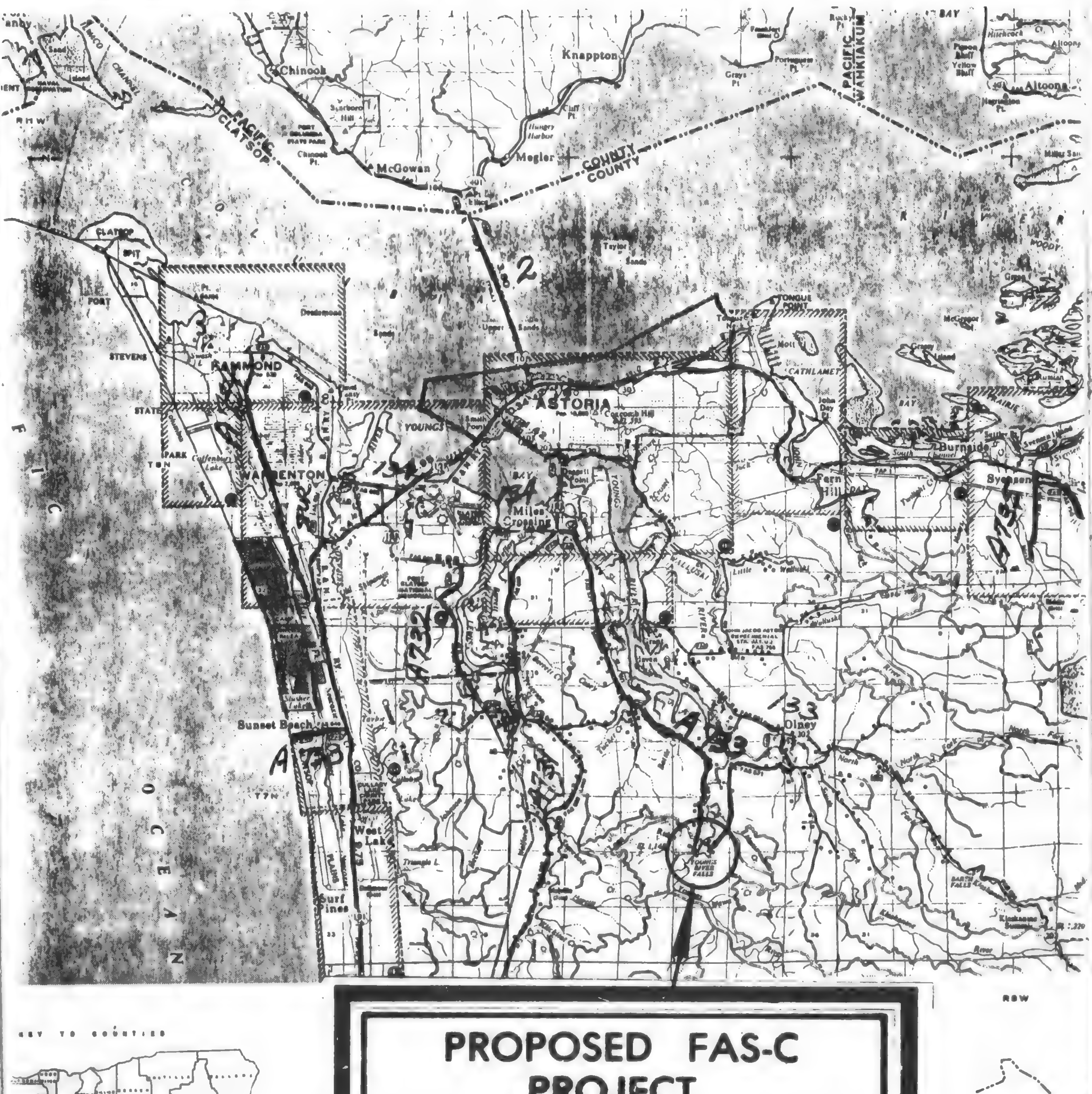
CLATSOP COUNTY
Proposed FAS-C Project

Youngs River Falls Bridge
Youngs River Loop Road, FAS A733
Grade, Pave, Structure and Signs
0.53 miles
$575,000

This project consists of reconstructing approximately 2,800 feet of Youngs River Loop Road and replacing the existing pony truss bridge across Youngs River with a structure of modern design. The structure will be approximately 165 feet in length and provide a 28-foot clear width.

State will perform preliminary and construction engineering. State will also acquire right-of-way for the project as a federal aid participating item.

77-a
6/6/77


Chinook
Knappton
McGowan
Megler
PACIFIC
CLATSOP
COUNTY
COUNTY
PACIFIC
WAHKIAKUM
Altoona
HAMMOND
ASTORIA
WARRENTON
STEVENS
FORT
STATE
PARK
YOUNGS
BAY
Miles Crossing
CATHLAMET
TONGUE POINT
Burnside
Fern Hill
Svensen
Olney
Sunset Beach
West Lake
Surf Pines
YOUNGS RIVER FALLS
O C E A N
2
134
A 733
A 175
A 133
133
A 751
KEY TO COUNTIES
Population of Clatsop County 1950
Oregon State Board of Census
28,100 (Est.)
LEGEND
TUNNEL
CATTLE UNDERPASS
FENCE WITH GATE
PRIMITIVE ROAD — IMPASSABLE ROAD
LIGHTHOUSE
STATE CAPITOL
COUNTY SEAT
( ) ATOP ANY BUILDING — POST OFFICE
GRAIN ELEVATOR — DRYER
WAREHOUSE
R8W
WARRENTON

PROPOSED FAS-C
PROJECT

STATE OF OREGON

INTEROFFICE MEMO

8997

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: June 7, 1977

FROM: G. N. Hopkins
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Youngs River Falls Bridge
Youngs River Loop Road
Clatsop County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of ~~MAJOR NON-SIGNIFICANT~~ action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 6-6-77

cc:
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 2 : John Sheldrake
District 1 : E. L. Everton
Region 2 Geologist: William Fretwell
B. L. Gifford

8999

2-12

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

Memorandum

DATE: May 16, 1977

In reply refer to: HB.2

SUBJECT: Oregon RS-A733(-) PROJECT ASSESSMENT
Youngs River Falls Bridge
Youngs River Loop Road
Clatsop County

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Hopkins' May 10, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (G. Potter)
" (Reg. 2, Welsh)
ODOT (Laux)

RECEIVED
STATE HWY ENGR
MAY 26 '77
REFER TO Green
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig to

8999

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: Hold

INTER-OFFICE CORRESPONDENCE
April 22, 1977
Salem, Oregon

Phil Stearns

FROM: Phillip O. Stearns
REGION II FEDERAL AID ENGINEER

TO: George N. Hopkins
LOCAL GOVERNMENT PROGRAMS ENGINEER

SUBJECT: Project Application
Youngs River Falls Bridge
Youngs River Loop Road
(FASA 733)
Clatsop County

Attached is correspondence and the Project Request form for the subject project. This project was submitted by the County on the Annual Federal Aid Program.

The Project Assessment has been submitted to the Environmental Section. The Authority for Survey has been submitted to the Location Section.

The project has been reviewed in the field by Region personnel. Region Office recommends approval of the request per Mr. Olsvick's letter. Please submit the request through normal channels for approval.

POS/dea
Attach.

PROJECT MANAGEMENT
APR 25 77
REFER TO Proj Eng
FOR

Info	Investigate	R/D	Action	File	Letter	See me
			X			

GARY
Review + Hold for funding

NOTED
MAINOR C. HOLMES

ATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

March 22, 1977

REGION 2 ENGINEER
RECEIVED
MAR 23 1977
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

Mr. Phil Stearns
Dept. of Transportation
Highway Division
Salem, Oregon 97310

Dear Mr. Stearns,

Enclosed herein Clatsop County's application for funding under the FAS-C Highway Program for improvement of Youngs River Loop Road in the vicinity of mile post 7.8.

Please note that I am enclosing a letter of transmittal from this office to the County Commission indicating our thoughts as to the phases of construction on subject project.

PROJECT MANAGEMENT
APR 25 '77
REFER TO:
FOR

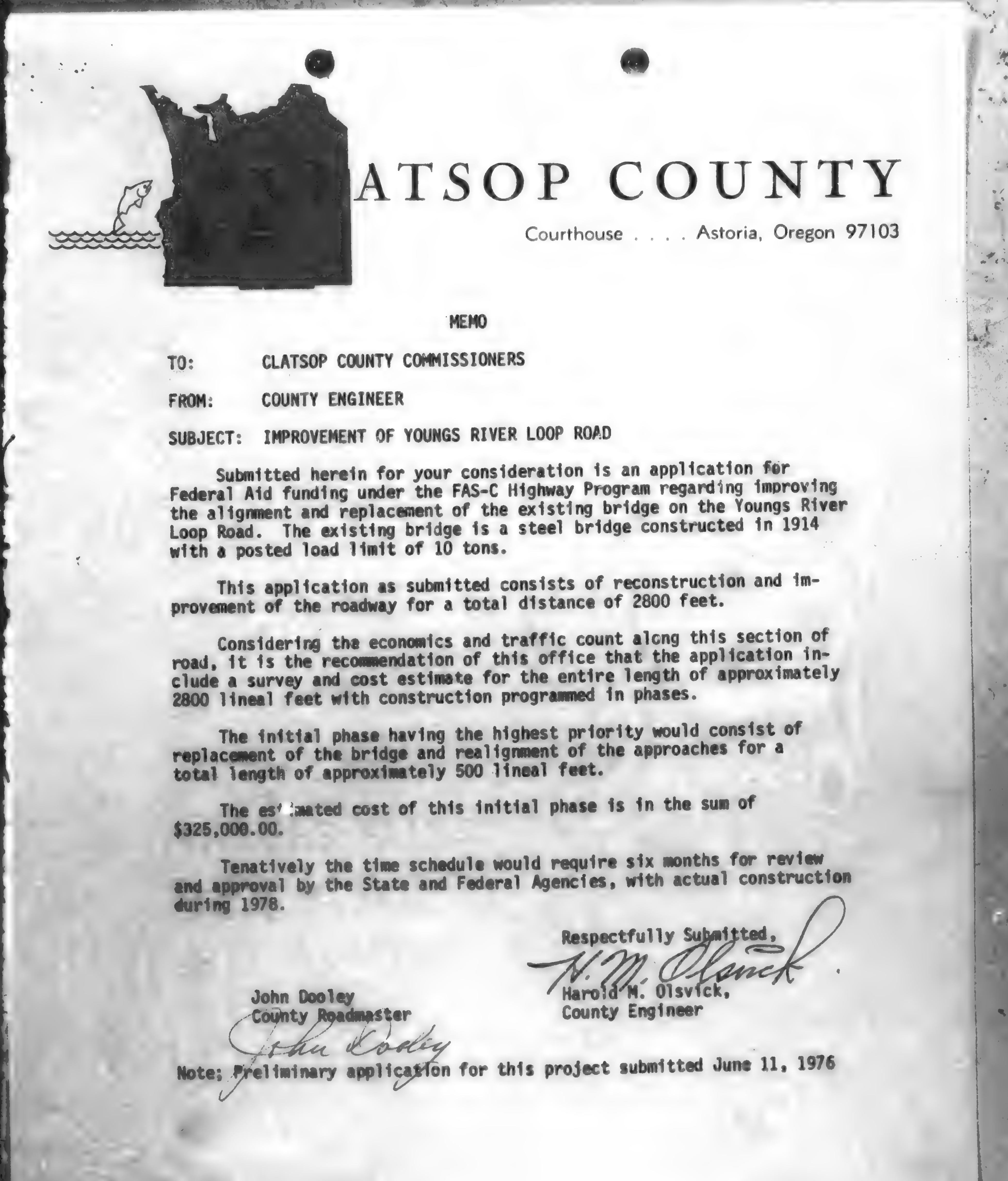
Info	Investigate	R/D	Action	File	Letter	See me

Sincerely Yours,

H. M. Olsvick

Harold M. Olsvick,
County Engineer

HMO:11



CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

MEMO

TO: CLATSOP COUNTY COMMISSIONERS

FROM: COUNTY ENGINEER

SUBJECT: IMPROVEMENT OF YOUNGS RIVER LOOP ROAD

Submitted herein for your consideration is an application for Federal Aid funding under the FAS-C Highway Program regarding improving the alignment and replacement of the existing bridge on the Youngs River Loop Road. The existing bridge is a steel bridge constructed in 1914 with a posted load limit of 10 tons.

This application as submitted consists of reconstruction and improvement of the roadway for a total distance of 2800 feet.

Considering the economics and traffic count along this section of road, it is the recommendation of this office that the application include a survey and cost estimate for the entire length of approximately 2800 lineal feet with construction programmed in phases.

The initial phase having the highest priority would consist of replacement of the bridge and realignment of the approaches for a total length of approximately 500 lineal feet.

The estimated cost of this initial phase is in the sum of $325,000.00.

Tenatively the time schedule would require six months for review and approval by the State and Federal Agencies, with actual construction during 1978.

Respectfully Submitted,

H. M. Olsvick

Harold M. Olsvick,
County Engineer

John Dooley
County Roadmaster

John Dooley

Note; Preliminary application for this project submitted June 11, 1976

FEDERAL AID PROJECT REQUEST

Date March 15, 1977

Applicant Agency Clatsop County

Request for: Off-System ____, FAS-C X____, FAUS ____ Project

Federal Aid Route No. A 733 Route Name Youngs River Loop Road

Project Name Youngs River Falls Bridge

Project Length 2800 ± Project Location (Attach sketch map)

Project Description Grading, paving and construction of a bridge across the Youngs River

Average Daily Traffic 200-300 Design Speed 50 mph

	1977	1997
ADT	250	380
DHV	30	45

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 15' 12' Travel Lanes 2 Shoulders 4

Medians none Parking none

Sidewalks No

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 28 Travel Lanes 2-10' Shoulders 4'

Medians No Parking No

Curbed No Length Curb Radii

Sidewalk/Bikeway No

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 40'-60' Minimum 40' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks State to perform R/W acquisition

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? include in project

4. **Permanent Striping:**

Include in project or by applicant? by applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location Sec 22 T7N R9W Over Youngs River M.P. 7.8 on Youngs River Loop

Type Pony Truss Wood Trestle Approach

Approach Roadway Width 15' Shoulder Width 4

Length 80' Truss 85' Approach Spans Width 16'

To remain in place? No

2. **Proposed Structure:**

Location Replace existing structure at or adjacent to present site

Approximate Size: Length to be determined approx. 165' Width 28'

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Clatsop County Engineer Office
2. Environmental	Clatsop County Engineer Office
3. Public Hearing	Clatsop County Engineer Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:

Applicant__________ State X__________ Consultant__________

3. Will applicant perform any work prior to or after award of contract?

Yes__________ No X__________.

If "yes," describe briefly:__________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 260,000
Right-of-way costs (if participating)	13,000
Traffic control	2,000
Illumination	
Structures	300,000
Railroad	
Other__________	
Preliminary engineering	25,000
PROJECT TOTAL	$ 600,000

Remarks__________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM: 3/16/77

CITY OF__________ and/or CLATSOP COUNTY

By__________

By__________

By Albert W Palmer

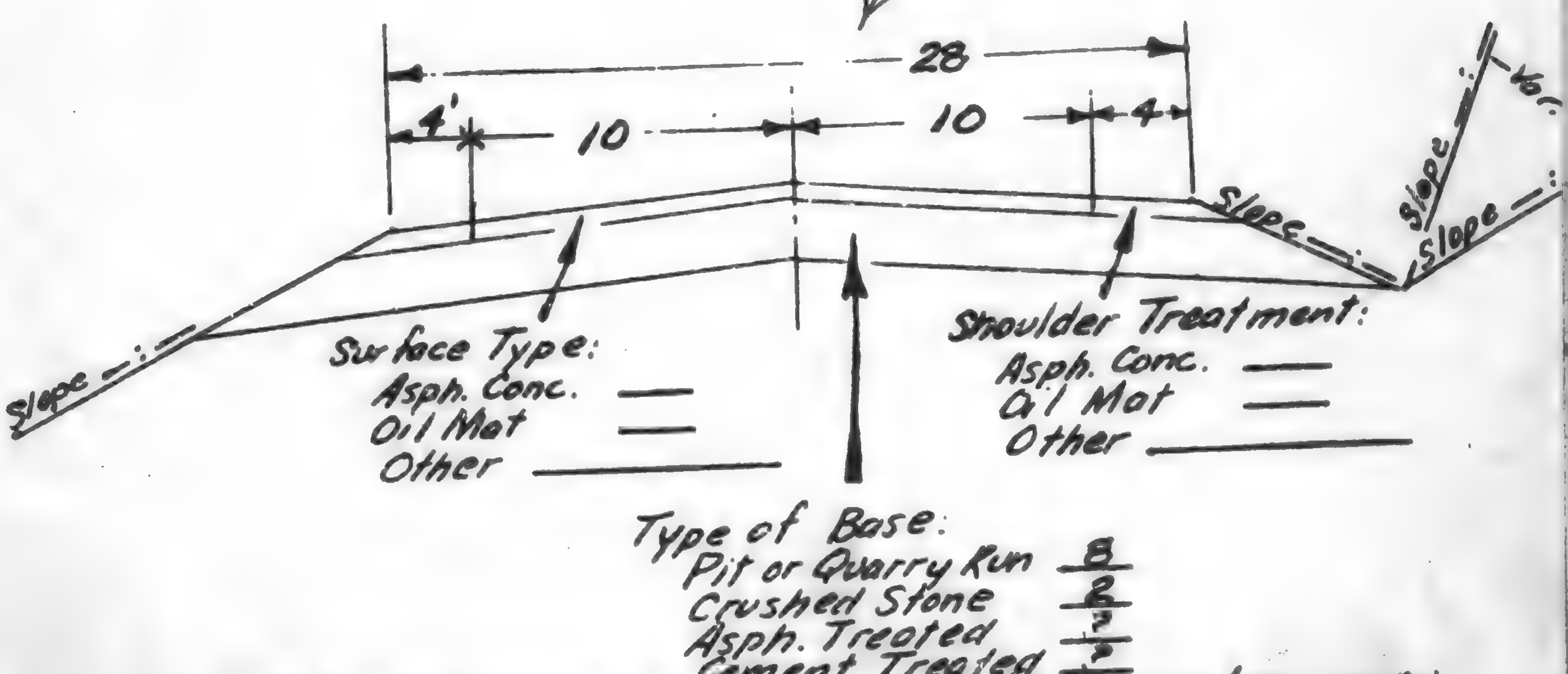
Chairman, Clatsop County Board of Comm.

By__________

By Don O'Corkill

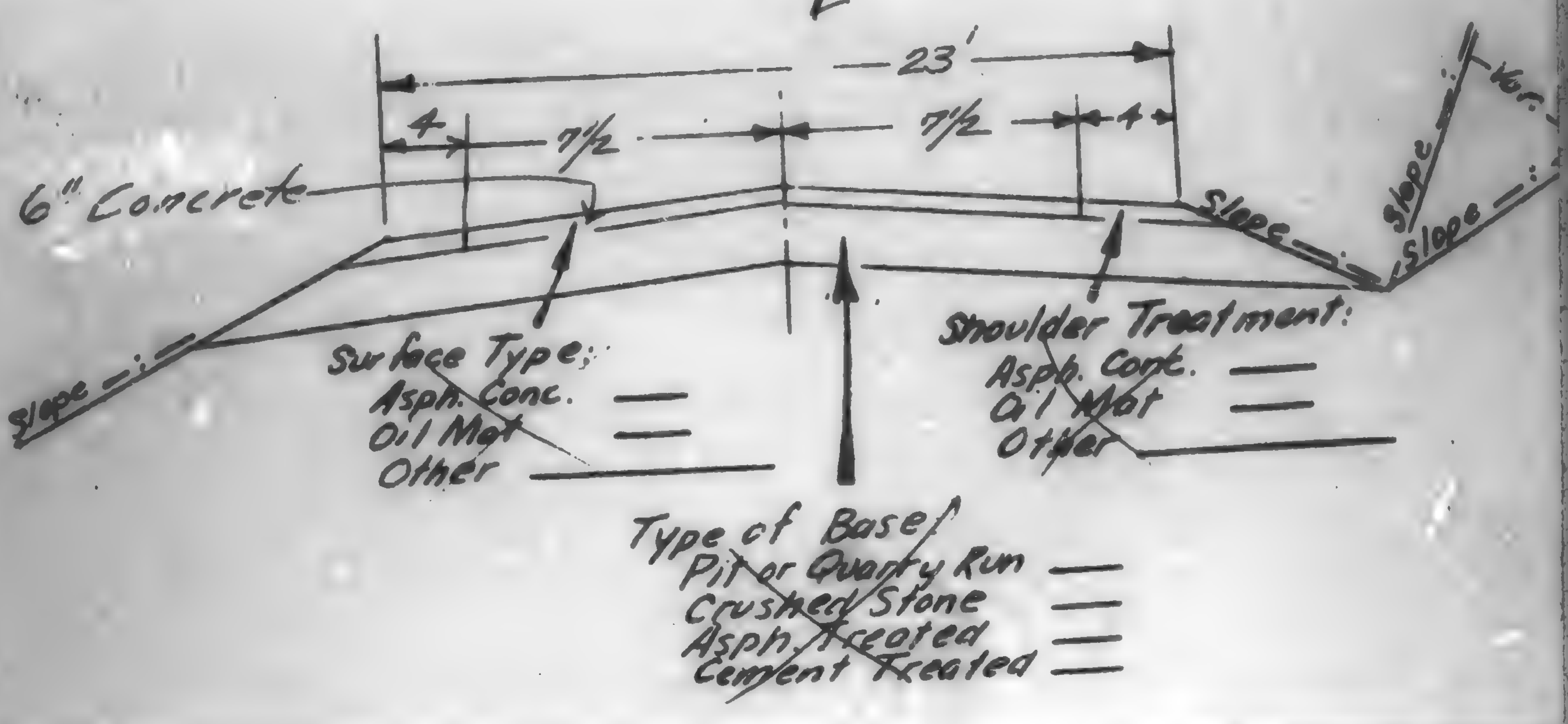
Commissioner

TYPICAL SECTION
PROPOSED


28
4'
10
10
4
Slope
Slope
Slope
Slope
Var.
Surface Type:
Asph. Conc.
Oil Mat
Other
Shoulder Treatment:
Asph. Conc.
Oil Mat
Other
Type of Base:
Pit or Quarry Run 8
Crushed Stone 2
Asph. Treated ?
Cement Treated ?

Type of surfacing held open pending preliminary cost estimates after field surveys.

TYPICAL SECTION
EXISTING


23'
4
7½
7½
4
6" Concrete
Slope
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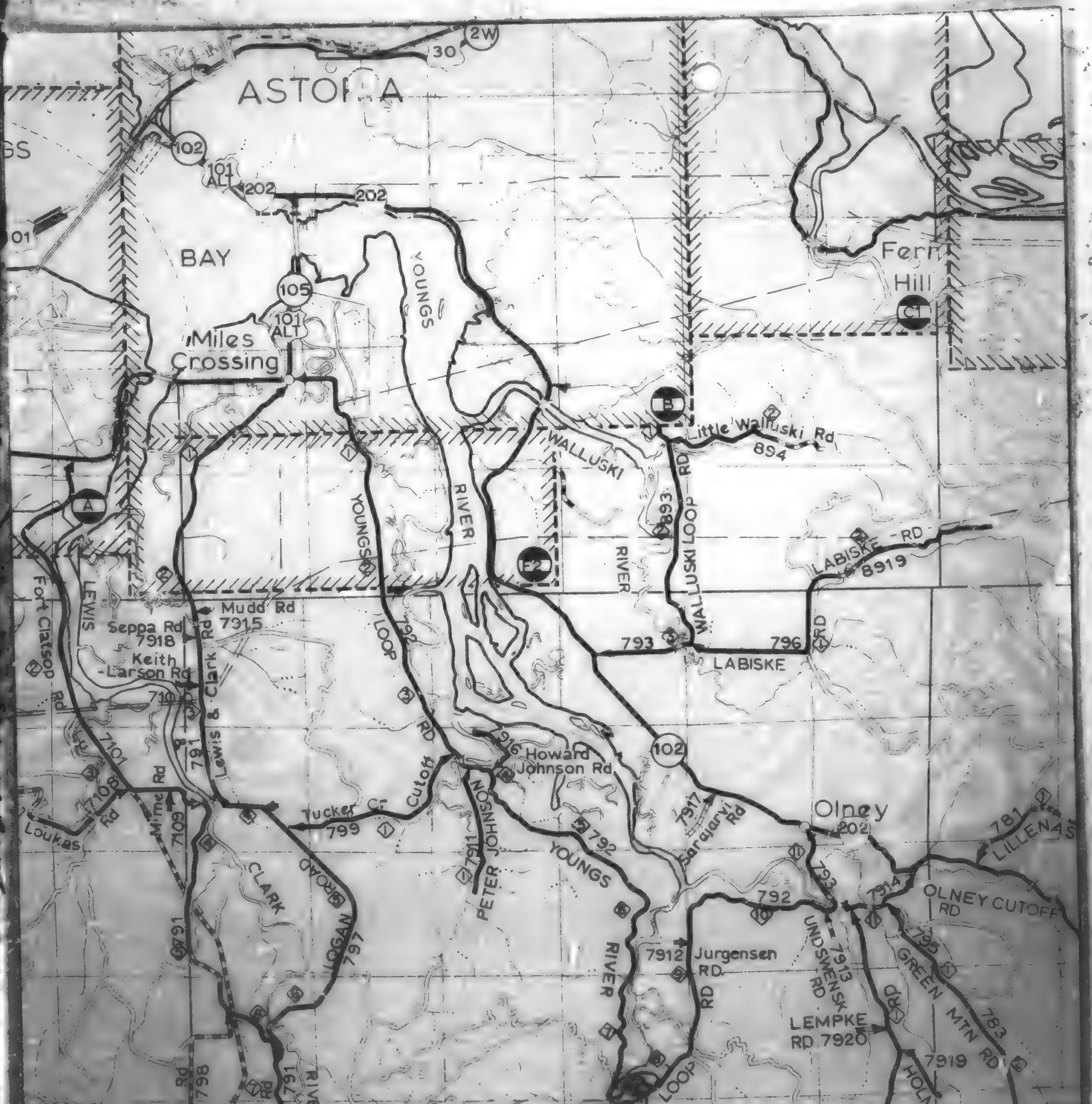
Var.
~~Surface Type:~~
~~Asph. Conc.~~
~~Oil Mat~~
~~Other~~
~~Shoulder Treatment:~~
~~Asph. Conc.~~
~~Oil Mat~~
~~Other~~
~~Type of Base~~
~~Pit or Quarry Run~~
~~Crushed Stone~~
~~Asph. Treated~~
~~Cement Treated~~


ASTORIA
30
2W
GS
102
101 ALT
202
202
101
BAY
105
101 ALT
Miles Crossing
YOUNGS
Fern Hill
C1
B
Little Walluski Rd
894
WALLUSKI
A
YOUNGS
RIVER
893
WALLUSKI LOOP RD
RIVER
LABISKE RD
8919
F2
LEWIS
Fort Clatsop Rd
Seppa Rd 7918
Mudd Rd 7915
Keith-Larson Rd
710
Lewis & Clark Rd
LOOP
792
RD
793
796
RD
LABISKE
102
7101
7108
Rd
Loukas
Mime Rd
7109
791
916 Howard Johnson Rd
Tucker Cr Cutoff
799
7911
PETER JOHNSON
792
YOUNGS
7917 Farajarvi Rd
Olney
202
781
LILLENAS
CLARK ROAD
LOGAN 797
791
RIVER
792
793
7914
OLNEY CUTOFF RD
7912 Jurgensen RD
LOOP RD
UNDSWENSK RD 7913
795
GREEN MTN RD
783
LEMPKE RD 7920
RD
7919
HOLM RD
Wadsworth Rd
7798
Rd
791
RIVER
Wahanna
LOOP
PROJECT
794
MTN
SADDLE
LEWIS & Clark
791

Form 81-734-3039 8999 1

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Youngs River Falls Bridge

Date April 15, 1977

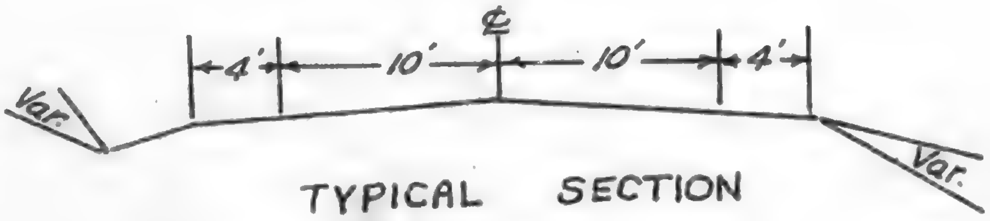
Highway Youngs River Loop Road, FAS A733

Authorization No. 1

County Clatsop

Survey Prefix 504-1933 (Assigned by Salem office)

Description of termini, route, length, etc.: Beginning of project is 1400' westerly of bridge site. End of project is approx. 1400' easterly of the bridge site. Length of project is 0.53 mi. Bridge is located at MP 7.8 on Youngs River Loop Road.



Purpose of survey:

Prepare plans, specifications and cost estimate for grading, paving and structure replacement. Construction of the bridge and temporary connections is phase one. This is an FAS-C project.

RS-A733 (1)
8-15-77

Estimate of cost:

Field	901	11,000	Liaison	913	1,000
Citizen Participat.	902	500	Utility	914	500
Plans	905	1,000	Hydraulics	918	500
Bridge	906	5,000	Specifications	921	500
R/W	909	1,000	Environmental	923	1,500
Soils	910	3,000	Found. Expl.	926	3,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 28,500

Previous authorization . . .

Additional authorization requested . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by: Don Thurston
For Gareld Inloes Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval: Frank E.
Location Engineer

Approved:
Deputy ~~Assistant~~ State Highway Engineer

SP*19900-734

OFFICE ENGINEERING SECTION

P. E. APPR.

FED. AID FAS-C STATE

STATE P.E. ☐ CONST ☐

FED-AID P.E. ☒ CONST ☒

FHWA APPR. 8-15-77

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

1

8999

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

G. L. Green
~~H. S. Coulter~~
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
C. O. Fredrickson
E. L. Everton
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: District 1, FY 77 Annual Program (70330)

DATE: October 27, 1976

CLATSOP

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7610 2 300

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
NOV 2 '76
REFER TO
FOR
Info Inves [illegible] D/R Sign Act File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

70330 YOUNGS RIVER BR., A-733 9-29-76

PNRS #2

BEN GIFFORD

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
OCT 12 1976
SALEM

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7610 2 300 Due Date: OCT 22 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

(✓) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Detail is inadequate on proposed new location of bridge.
See comment.

Agency LCDC Oct 25 By Donna Hepp for John Gustafson

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
OCT 12 1976
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7610 2 300 Due Date: OCT 22 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal or fill of 50 cubic yards or more of material below the bank of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, Oregon 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

OCT 21 1976

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7610 2 300 Due Date: OCT 22 1976

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( ) We have no comment.

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( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

This project will be reviewed through the Division of State Lands fill permit. At that time, agency policy and stipulations will be developed. Our primary concern is the timing of instream work.

Agency *Fish + Wildlife* By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 10/20/76

CLATSOP L'

8999

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
PARKS AND RECREATION BRANCH
525 TRADE STREET S.E., SALEM, OREGON 97310

DATE: October 5, 1976

D.E. Swan
Federal Aid Engineer
209 State Highway Bldg.
Salem, OR 97310

RE: District 1, FY 1977 Program
Project for Review
Youngs Bay Loop

Dear Sirs:

We have received a description of your proposed federally funded project and after a careful review of your proposal we can offer the following information.

The particular area of your project is considered by this office to be of great sensitivity for cultural resources. Accordingly, we would request that you engage competent professionals in the fields of history and archeology to conduct a survey of the proposed project area and the possibilities of impact and mitigation of impact to historic and archeological sites. These surveys can usually be carried out quickly and inexpensively.

Cultural resource surveys are most often carried out by a public institution such as Portland State University, Oregon State University, the University of Oregon, Southwest Oregon Community College, or Southern Oregon State College. By contacting the Anthropology and History Departments at one of these institutions, it should be possible to make arrangements for a survey. As required by federal laws and regulations, the State Historic Preservation Office can then officially comment on the results of the surveys and recommended mitigation procedures.

10-11-76

Sincerely,

Paul B Hartwig

Paul B. Hartwig
Historical Programs Coordinator
State Historic Preservation Office

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: 2
District Engineer: 1
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

EL:ko

9-29-76
[illegible]
70330

RECEIVED
STATE HWY ENGR
OCT 11 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

(#2) 8999

Item: 70330 L

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 29, 1976

TO Executive Department
Federal Aid Coordination Unit

Clatsop-Tillamook Intergovernmental
Council
P. O. Box 488
Cannon Beach, OR 97110

FROM for D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 1
Section: District 1,
FY 77 Annual Program Project
for Review

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 25, 1976.

BLG:bb

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: C. O. Fredrickson
District Engineer: E. L. Everton
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
SEP 30 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only — PNRS # #70330 — Page One

02 APPLICANT: State Highway Division — DIVISION: Department of Transportation

03 APPLICANT ADDRESS — STREET: State Highway Building — CITY: Salem — ZIP: 97310

04 CONTACT PERSON: L. W. Rulien — AREA CODE: 503 — PHONE: 378 — EXTENSION: 6563

01 PROJECT TITLE: District 1, FY 77 Annual Program Project for Review

11 PROJECT LOCATION—CITY: See Attachment — PROJECT LOCATION—COUNTY: Attach. — PROJECT LOCATION SEC. T. R.: Attach.

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05

06 Please refer to the attached information covering proposed construction project

07 which funds are anticipated to be obligated during the fiscal year October 1 -

08 September 30, 1977. Item 70330.

09

10

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
(A) Grant	(B) Other	(C) State	(D) Local	(E) FUNDS	(F) FUNDS
301,000	-	24,500	24,500	-	350,000

13 TYPE OF OTHER FEDERAL FUNDS (See 12B): — TYPE OF OTHER NON-FEDERAL FUNDS (See 12E):

14 FEDERAL PROGRAM TITLE: Title 23 USC Highways

15 FEDERAL AGENCY NAME: U.S. Department of Transportation — FEDERAL SUB-AGENCY NAME: Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 9-29-76

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: MONTH: October — DAY: 25 — YEAR: 1976

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 9-29-76

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) Oregon's Action Plan classifies the environmental impact as Category 3 nonmajor.

REGION 2 ENGINEER
RECEIVED
JUN 14 1976
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RPE

PROPOSED FISCAL YEAR 1977 PROJECT INFORMATION

Proposed Applicant: CLATSOP COUNTY

Type of Federal Funds: F.A.S.

Street or Road: YOUNGS RIVER LOOP F.A. Route No. 571

Section: 22T7NR6W Length: 2640'

Type of Work Involved:

	Yes	No
Grading	X	
Paving	X	
Structures	X	
Signals		X
Illumination		X
Railroad Protection		X
Right-of-Way	X	
Preliminary Engineering	X	
Other:		

* * * * * * * * * * *

Phases of Work (Only include phases of work that you anticipate proceeding with during fiscal year 1977):

Phase	Yes	No	Total Cost
Preliminary Engineering			$ 12,500
Right-of-Way			$ 12,500
Construction			$ 350,000

Remarks: Proposed realignment and elimination of unsafe bridge by construction of new bridge in different location.

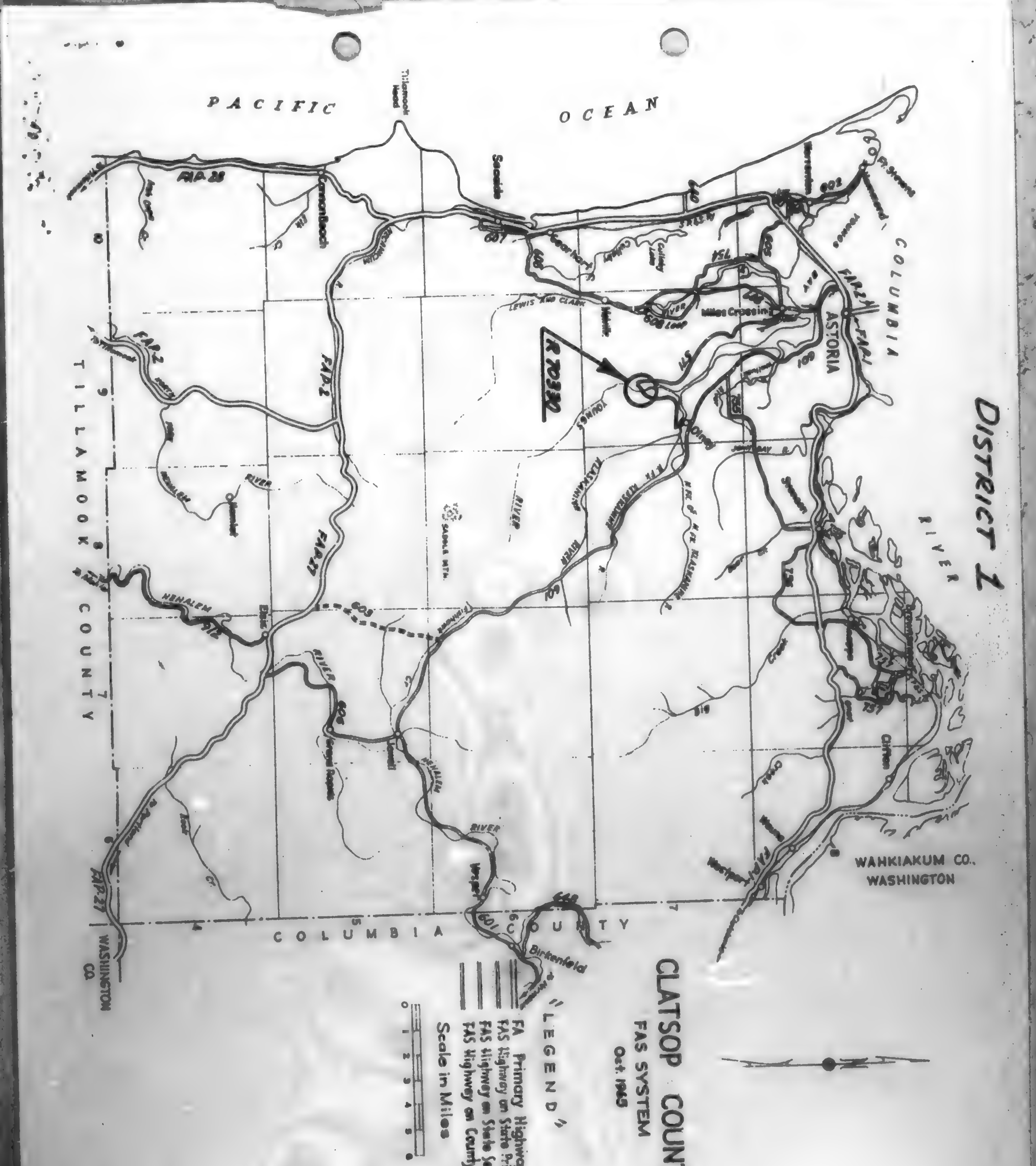
RECEIVED
COUNTY & CITY SECTION
JUN 20 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ OE
☐ UPE ☐ CE ☐ RE ☐ OPE ☐

By [illegible] L. Johnson

Title Clatsop County Commissioner

Date 6-11-76

RU:sch
5/17/76


DISTRICT 1
PACIFIC
OCEAN
COLUMBIA
RIVER
ASTORIA
Seaside
Miles Crossing
Olney
Elsie
Jewell
Vernonia
Birkenfeld
Clifton
Westport
Saddle Mtn.
FAP 28
FAP 2
FAP 27
FAP 1
LEWIS AND CLARK
NEHALEM
RIVER
YOUNGS
KLASKANINE
603
601
648
TILLAMOOK COUNTY
COLUMBIA COUNTY
WASHINGTON CO.
WAHKIAKUM CO., WASHINGTON
R 70332
CLATSOP COUNTY
FAS SYSTEM
Oct. 1945
"LEGEND"
FA Primary Highway
FAS Highway on State Primary Hwy.
FAS Highway on State Secondary Hwy.
FAS Highway on County Road
Scale in Miles
0 1 2 3 4 5 6

1979 Lava Butte Lookout- 9000
Sugar Pine Rd. Sec. of The
Dalles-Calif. Hwy. (Pav.)

9000 **PROJECT PROSPECTUS**
PART 4 — SURVEY AUTHORITY

Folder missing

SEE INSTRUCTIONS ON REVERSE

KEY ID# 4

SECTION Lava Butte Lookout-Sugar Pine Butte Road
The Dalles, California Highway

#4

REGION 4

AUTHORIZATION NO. 1

PREFIX 9-1421

DATE 4/20/83

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		200	921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES		200			
						TOTALS	$ 8,600	$ 8,600

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

PREVIOUS AUTHORIZATION $

ADD. AUTH. REQUIRED $

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and estimate for an overlay project by contract.

1 Versteeg ✓
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Terpin
4 Prout
Wakerlig

Mc cy Watson

RECEIVED
MAY 03 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Approved by Comm. 4-19-83

PREPARED BY Phil Lewellen	DATE 4/20/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 4/20/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X J Wessley	DATE 4-20-83
RECOMMENDED, LOCATION ENGINEER X	DATE 4/20/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

9000

File

3-12-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Morse Bros., Inc. No. 9175	Falls City (N. Main St.) Polk County	February 9, 1981
R. A. Hatch Co. No. 8860	Ross Island Br.-SE 50th St. (Portland) Multnomah County	February 9, 1981
D Mc D Corporation No. 9174	Heppner Rock Production Morrow County	February 9, 1981
Aichele Landscaping & Ben Fox No. 8970	N.E. Maywood Place Multnomah County	February 13, 1981
R. L. Coats No. 9108	Fremont Jct.-Hackett Dr. Deschutes & Klamath Co.	February 13, 1981
Hamilton Electric, Inc. No. 8689	Pac. Hwy. W @ 5th Ave. (Eugene) Lane County	February 17, 1981
Ross Bros. Construction, Inc. No. 9125	Big Butte Creek Bridge Jackson County	February 17, 1981
A. K. Lundmark & Son, Inc. No. 9144	Upper White River (Crossing Rd.) Bridge Wasco County	February 17, 1981
R. L. Coats No. 9000	Lava Butte Lookout-Sugar Pine Butte Rd. Deschutes County	February 17, 1981
Eucon Corp. of Idaho No. 9012	Pendleton-Adams Umatilla County	February 19, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Humphrey Const., Inc. No. 8710	SE Stark/Wash. Intchge. (Wash. St. U'Xing.) Multnomah County	February 19, 1981
C. H. Savage Co. No. 9150	Columbia River (Astoria) Bridge Clatsop County	February 19, 1981
Dirt & Aggregate Interchange No. 9178	N. 11th St.-Wyeth St. (St. Helens) Columbia County	February 23, 1981
Babler Bros., Inc. No. 9020	Devine Summit-Burns Jct. & Burns-Burns Jct. Harney County	February 24, 1981
Cascade Construction Co., Inc. No. 9161	Arterial Street Overlay (Portland) Multnomah County	February 24, 1981
Babler Bros., Inc. No. 9043	Willamette Jct.-Chemult Klamath County	February 26, 1981
Western Mixing Co.,Inc. No. 9045	Grass Valley-Shaniko Sherman County	February 27, 1981
F. Hodgson & Sons No. 9033	Deadmans Pass Safety Rest Area Umatilla County	March 5, 1981
Ontario Asphalt & Concrete Co. No. 9158	NW Dorian Dr.-NW Verde Dr. (Ontario) Malheur County	March 5, 1981
Johnson Rock Products, Inc. No. 9073	Florida Ave.-Vermont Ave. (North Bend) Coos County	March 6, 1981
Holst Construction Co. No. 9021	Dexter Lake South Bridge & Willamette Hwy. @ Jasper/ Lowell Rd. Lane County	March 10, 1981
Stukel Rock & Paving, Inc. No. 9110	Fuego Rd.-Forge Rd. Klamath County	March 10, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Weaver Construction Co. No. 9081	Port of Entry (Farewell Bend) Malheur County	March 11, 1981
Nelson-Deppe, Inc. No. 9111	Jackson Creek Road-Hot Springs Road Malheur County	March 12, 1981

March 12, 1981

C. T. Keasey
Asst. State Highway Engineer

9000

February 23, 1981

Safeco Insurance Company
1500 S. W. First Avenue
Portland, OR 97201

CON 5
#9000

Gentlemen:

Contract No. 9000 awarded to R. L. Coats for paving on the Lava Butte Lookout-Sugar Pine Butte Road Section of The Dalles-California Highway in Deschutes County was completed on November 28, 1980 and accepted by the State Highway Division on February 17, 1981.

Final payment in the amount of $1,000 will be released to the contractor after March 2, 1981. The total contract amount is $1,345,531.55 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

#9000 L.

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: February 17, 1981

C T Keasey

FROM: C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of February 17, 1981.

Contract 9000 On Site Work Substantially Completed July 1, 1980

All Work Completed November 28, 1980

Project Lava Butte Lookout-Sugar Pine Butte Rd.

Highway The Dalles-Calif.

County Deschutes

Type of Work Paving

Contractor R. L. Coats

RDC:mk

cc: H. S. Coulter ✓
R. D. Church

NOTED
H.S. COULTER

9000

FORM 734-3301

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lava Butte Lookout - Sugar Pine Butte Rd.

WEEK ENDING: Sept 6 - 80

SECTION PREFIX: 9 - 1137

HIGHWAY: The Dalles - California

COUNTY: Deschutes

NAME OF JOB: Lava Butte Lookout - Sugar Pine Butte

KIND OF WORK: Paving

CONTRACTOR: R. L. Coats

CONTRACT NUMBER: 9000

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: July 31, 1979

DATE WORK STARTED: August 6, 1979

ESTIMATED COMPLETION DATE: August ~~31~~ 14, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 280

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 229.

PERCENT OF TIME ELAPSED: 82

PROJECT AUTHORIZATION: $1,642,528.13

EXCLUSIVE OF ENGINEERING: $1,525,726.13

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ENGINEERING AUTHORIZATION: $116,802.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 1455 180 $1,525,726.13

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 89

ENGINEERING COST TO DATE: $36,000

DATE PROJECT WAS COMPLETED: Aug 14 1980

ESTIMATED PERCENT: UNDERRUN .05 %

PERCENT OF AUTHORIZATION: 31 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				8.25	8.25			0.25
MILES PARTIALLY COMPLETED				0	0			
MILES COMPLETED				0	0			
TOTAL ESTIMATED QUANTITIES (CONTRACT)				600 cu. yd	3,500 ton			52,800 Ton
TOTAL QUANTITIES CORRECTED TO DATE 809				~~600~~ cu. yd	3,500 ton		49109	~~52,800 Ton~~
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				809	0			49109
AVERAGE DAILY QUANTITIES				0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				0	0			0
NUMBER OF SHIFTS PER DAY				0	0			0
HOURS PER SHIFT				0	0			0

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Fair			
TUESDAY	Cloudy			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			

RECEIVED
SEP 8 1980
CONSTRUCTION BRANCH

Kudsey
Jackmond
Hopkins
Williams
Johnsen
Glenn

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Working on Semi-final Estimate.
TUESDAY	Same
WEDNESDAY	Same
THURSDAY	Same
FRIDAY	Same
SATURDAY	

REMARKS

Submitted Semi-final Estimate to Region Office Sept 6 1980.
Final Weekly Report.

SIGNED H. W. Robertson LOCATION Bend

[illegible] SUBMIT 2 COPIES; WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F255

LAVA BUTTE LOOKOUT - SUGAR PINE BUTTE ROAD

9000

NARRATIVE REPORT

7-26-80

MATERIAL SOURCE

Asphalt concrete mix design for the leveling and part of the base course was from the Bend S.C.L. - Murphy Road project from Deschutes Ready Mix Commerical Plant. The wearing course and part of the base course was from the Tumalo plant using using the mix-design and material for the Plainview Road - Deschutes River project.

CONTRACTORS EQUIPMENT

A Cedar Rapids 6000 lb. Batch Plant, Two Cedar Rapids Pavers with pickup machines, two Tampco vibratory rollers were used on paving operations.

TRAFFIC

Traffic was controlled by flagman and pilot car. The 32 ft. typical section (North end of project to Sunriver) caused many long traffic lines and delays. South of Sunriver the typical is wider and the traffic was less and this method of traffic control worked well. The only way to move traffic through a narrow typical section with a high traffic volume is to keep work area to minimum,also shoot out a minimum fo tack coat as traffic dislikes driving on it even if it is not picking up.

EMBANKMENT IN PLACE

The embankment in place was measured by truck measure contary to section 203.82 because the cross section was impractable for 809 cu. yds. placed at 29 locations. This material was hauled and placed March 1980.

AGGREGATE SHOULDERS

The aggregate shoulders were deleted from the contract and were constructed by state forces on SFO#2 after the paving was completed.

CLASS 'B' ASPHALT MIXTURE

The Class 'B' Asphalt mixture base course was placed between May 19, 1980 and June 11, 1980. The Asphalt wearing course was placed between June 2, 1980 and June 19, 1980 and the road approaches were completed on July 1, 1980.

CLASS 'B' ASPHALT MIXTURE IN LEVELING

The Class 'B' Asphalt Mixture in Leveling was placed between August 6, 1979 and August 10, 1979. Thus traffic had a good traveling surface since that date. This one inch plus course held very will through the winter and had a excellent ride.

GUARD RAIL

The guard rail materials were by Price Agreement allowing the use of salvage posts, blocks and rail members. This material came from the State of Washignton I-5 mear Fort Lewis. For the most part this material was very good structurally and the only objection could be the old ground marks on the posts and discolored rail members. Guard Rail work commenced March 18, 1980 and was completed August 14, 1980 when the two southerly runs lt. and rt. was re-aligned.

con't

DELINEATORS

The delineators were deleted from the contract and installed by State Forces by SFO # 3.

ASPHALT CONCRETE COMPACTION

The Asphalt compaction on this project was excellent, no failing tests.

The paving of the 40 ft. wide section was performed with a 12 ft. paver (travel lane) and a 8 ft. paver (shoulders) running in tandem. This provided a hot joint which is not visable to date.

A decell lane was paved at the Fall River connection.

The contractors payrolls reflect the fact he is using two commercial sources and Asphalt Plants, Deschutes Ready Mix and the set up at Tumalo, which was used for two other state projects. The Bureau of Labor is currently investigating to determine if the Tumalo source and asphalt plant qualifies as a Commercial source.

H H Robertson
8-26-80

STATEMENT OF OVERRUNS AND UNDERRUNS

14V-286
Haynes

Lava Butte - Sugar Pine Butte
Contract # 9000
The Dalles - California Hwy

Prefix # 9-1137-900
Deschutes Co.
[illegible] Robertson - Resident

Item #	Item	Unit	Original	Semifinal	+-%
	Summary				
	State Force Orders		31,400.00	[illegible]	-65
	Bid Items		1,350,025.00	1,229,083.54	-09
	Anticipated Items		110,000.00	179,268.37	+63
	Engineering		116,802.00	50,000.00	-57
	Contingencies		65,701.13	0.00	-100
	Totals		1,673,928.13	1,491,180.87	-11
	Individual Items				
4.	Temporary Signs Additional signs required for traffic protection.		2575.00	3887.50	+51
5.	Temporary Barricades None used on this project.		200.00	0.00	-100
6.	Temporary Plastic Safety Markers None used on this project.		900.00	0.00	-100
7.	Temporary Delineators None used on this project.		8720.00	0.00	-100
8.	Flagmen Additional time required for traffic protection.		24,000.00	29,285.00	+22
9.	Pilot Car Project did not require entire authorization to complete safely.		8000.00	5850.00	-27
11.	Embankment in Place Required additional material above the estiamte quantity.		6000.00	8085.00	+35
12.	Watering None required, (material was sufficiently moist)		400.00	0.00	-100
13.	Aggregate Shoulders Bid Item was deleted, and completed by State Forces.		28,000.00	0.00	-100
14.	Class "B" AC Mixture Salem ordered 10% reduction.		422,000.00	379,808.50	-10
16.	Asphalt Cement in Mixture Salem ordered 10% reduction.		360,150.00	302,737.05	-16
17.	Asphalt in Tack Coat Paving during two seasons required additional tack.		12,000.00	22,916.00	+91
21.	Extra For Asphalt Approaches Found that two approaches did not need paving.		1200.00	800.00	-33
22.	Delineators Bid item was deleted, and completed by State Forces.		3400.00	0.00	-100

1979 N. & S. Fork Coyote Cr. 9001
(Gillespie Corners) Br. Sec.,
Territ. Hwy. (Gr., pav. & struct.)

1979 N. & S. Fork Coyote Cr. 9001
(Gillespie Corners) Br. Sec.,
Territ. Hwy. (Gr., pav. & struct.)

#9001

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 9001

INSTRUCTIONS: State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.

1. PROJECT NO. BRS-115(1)	2. COUNTY Lane	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Besides additional and incidental, work on this project involved (1) construction of roadbed grading, aggregate base and asphalt concrete pavement, (2) construction of Bridge No. 4057A over N. Fork Coyote Creek, and (3) construction of Bridge No. 4058A over S. Fork Coyote Creek. Bridge No. 4057A is 61 feet long and 31 feet wide. Bridge No. 4058A is 41 feet long and 31.5 feet wide.

Work was completed September 12, 1980 on the N & S Fork Coyote Creek (Gillespie Corners) Bridges Section of the Territorial Highway approximately 16 miles southwest of Eugene.

5. CONTRACTOR'S NAME Hamilton Construction Co.	6. CONTRACT AMOUNT $ 300,679.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official) ____________________

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
STATE HWY ENGR
MAR 30 '81
REFER TO
FOR
☒

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 32 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.265	42	--	--

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY T. P. Lowe, Area Engineer	11. DATE OF INSPECTION 9-30-80

12. IN COMPANY WITH
Ellis Jones, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE W M Bryant W. N. Bryant		16. SIGNATURE G. K. HOSSNER Field Operations Engineer G. K. Hossner	
14. TITLE Area Engineer	15. DATE 3-27-81	17. TITLE Field Operations Engineer	18. DATE 3-27-81

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

9001

L.

DATE: March 13, 1981

TO: Oregon Transportation Commission

FROM: E. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
N & S Fork Coyote Creek (Gillespie Corners) Bridges
Lane County
Contract No. 9001
FAP No. BRS-115(1)

This project has recently been completed and an overrun in the project authorization is now apparent. The final cost is expected to exceed the amount authorized by $12,890 or 3.4 percent.

The major contributors to the increased project cost are overruns in Bid Items 14 and 16. Additional course aggregate (B.I. 14) was needed to make satisfactory connections at each end of the project. The item overran by $11,678.

Bid Item 16, Class "B" Asphalt Concrete, overran by $14,545, primarily due to the decision to change the temporary wearing surface on the detour from a double prime lift to 2 inches of Class "B" A.C. The change was made due to the uncertainty of being able to get the traffic onto the permanent roadway prior to the onset of winter weather. The increased cost was partially offset by a decrease of $5,640 in the prime coat items.

The increased project cost is eligible for federal participation. It is recommended that the authorization for this project be increased by $12,889.63 to a new total of $366,403.00. This matter will be on the consent calendar for your March meeting.

WR:mk ed

bc: F. B. Klaboe
R. W. Gormsen
C. T. Kenney
Alfred Shirley, Jr.
V. E. Skoog
George Bell

#9001

L.

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #9001

TO: H. S. Coulter
State Highway Engineer

DATE: March 12, 1981

OK/R

Warren Richard

FROM: for O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
N. & S. Fork Coyote Creek (Gillespie Corners)
Bridges, Lane County
Contract No. 9001, FAP No. BRS-115(1)

This recently completed project will exceed the project authorization by approximately $18,890, or 5.4 percent.

The major contributors to the increased project cost are overruns in Bid Items 14 and 16. Additional course aggregate (B.I. 14) was needed to make satisfactory connections at each end of the project. The item overran by $11,678.

Bid Item 16, Class "B" Asphalt Concrete, overran by $14,545, primarily due to the decision to change the temporary wearing surface on the detour from a double prime lift to 2 inches of Class "B" A.C. The change was made due to the uncertainty of being able to get the traffic onto the permanent roadway prior to the onset of winter weather. The increased cost was partially offset by a decrease of $5,040 in the prime coat items.

The increased project cost is eligible for federal participation.

A rough draft letter to the Transportation Commission is attached, along with a copy of the Expected Overrun of Project Authorization form.

WR:fr
Att.

cc: Alfred Shirley, Jr.
Ellis Jones
Robert Church

RECEIVED
STATE HWY ENGR
MAR 12 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 2-373 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

RECEIVED
OCT 8 1980
CONSTRUCTION
BRANCH

Jackmond
Hopkins
Williams
Johnsen
Richards
Berg
Inloes
Widmer
Gebauer
Church

Expected Overrun of Project Authorization

Project N & S Fork Coyote Creek (Gillespie Corners) Bridges Date 8-22-80

Highway Territorial Contract No. 9001

County Lane Kind of Work Grading,Paving & Struct Contractor Hamilton Construction Co

	Authorized	Estimated
Contract Amount	300,679.00	334,903.00
Anticipated Items	5,500.00	1,500.00
Contingency (4½%)	13,778.06	-0-
Engineering	27,556.11	30,000.00
Credits		
PROJECT COST	347,513.17	366,403.00
NET INCREASE $		18,889.83 5.4%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
(C) B.I. #7	Flagmen	8,525.00	+ 3,525.00
(C) B.I. #9	Borrow Excavation	15,900.00	+ 4,450.00
(C) B.I. #10	General Excavation	11,850.00	+ 3,765.00
(C) B.I. #11	Granular Embankment	3,738.00	+ 1,738.00
(C) B.I. #14	Coarse Aggregate Base	34,778.00	+ 11,678.00
(C) B.I. #15	3/4"-0 Aggregate Base	5,638.00	(-) 1,572.00
(C) B.I. #16	Class "B" Asphalt Concrete	33,445.00	+ 14,545.00
(C) B.I. #17	3/4"-0 Aggregate in Prime Coat	-0-	(-) 2,040.00
(C) B.I. #18	MC-250 Asphalt in Prime Coat	-0-	(-) 3,000.00
(A) 94004	Temporary Erosion Control	-0-	(-) 1,000.00
(A) 94005	Roadside Seeding & Mulching	-0-	(-) 500.00
(A) 94006	State Responsibility for Damages	-0-	(-) 500.00
(A) 94007	Membrane Waterproofing	-0-	(-) 2,000.00
99999	Engineering	30,000.00	+ 2,443.89
(U) P.A. #1	Doc.Delete.BI #17 & 18,Increase BI #16	N/A	N/A

Principal reasons for overruns (Continue on reverse side): SEE REVERSE SIDE

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by
Resident Engineer

Confirmed by
Division Engineer

Noted by Warren Richards
Construction ~~or Bridge~~ Engineer

for

Noted by
~~Deputy~~ State Highway Engineer

OVERRUNS AND UNDERRUNS - COYOTE CREEK BRIDGES

B.I.# EXPLANATION

#7 - The flagging hours for this project were overrun due the the revision in stage construction.

#9 - Additional borrow material was required in construction of detour embankment to handle traffic if it became necessary to detour traffic during winter months shut-down.

#10 - The overrun of this item was due to the excavation for removal of soft spots in grade and revision of drainage system to remove water from grade.

#11 - Additional granular embankment material was needed to bed the temporary drainage pipes under the detour because of wet swampy conditions. The material excavated in this area was too wet for suitable backfill and the natural channel at the North Fork Coyote Creek was wider than planned and extremely soft.

#14 - Additional course aggregate was needed on 250 feet of grade on the South Fork sta 16+50 - 19+00, to make a satisfactory connection to existing highway. The planned grades could not be used. Also additional quantities were required at sta 5+00 to make a satisfactory connection to Territorial and Lorain Highways, and additional aggregate was needed to build up the shoulders on which to install the temporary metal rail traffic barriers.

#15 - The necessary tonnage of 3/4"0 aggregate base was used to satisfactorily complete the project. Revision of stage construction required less aggregate than originally planned.

#16 - Price Agreement No. 1 was issued to change the temporary wearing surface on detour from a double prime coat to 2" Class B A/C, increasing the quantities on this item. Additional A/C was also required over A/C placed prior to winter shut-down to bring final lift to proper grade and make connection with existing highway surface at both north and south ends of project.

#17 and #18 - (Refer to Price Agreement No. 1)

94004/5/6/7 - These anticipated items were not used on this project.

99999 - The additional engineering was due mainly to the revision in stage construction and the periodic inspection of project during winter shut-down period.

P.A. #1 - Price agreement was to change the temporary wearing surface on the detour from a double prime lift to 2" of Class B Asphalt Concrete. The District Engineer was consulted and he preferred to maintain asphalt concrete rather than the prime coat, if maintenance became necessary. In anticipation that uncertain weather conditions might delay the bridge construction until spring leaving traffic on detour during winter months, this change was initiated. However, the bridge work was completed on schedule and traffic was able to use the newly constructed bridges.

#9001

February 13, 1981

Hansen & Rowland, Inc. of Oregon
1311 N.W. 21st Avenue
Portland, OR 97209

CON 3
#9001

Gentlemen:

On February 3, 1981, we wrote to you concerning release of final payment on Contract No. 9001 awarded to Hamilton Construction Company for work on the North & South Fork Coyote Creek (Gillespie Corners) Bridges Section of the Territorial Highway in Lane County.

Final payment on this contract is $3,000 and the total contract amount is $334,871.21. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Hamilton Construction Company
P. O. Box 659
Springfield, OR 97477

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. T. Kessey
Walt Hart
A. Shirley

9001 ;

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 2-144	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 2/11/81	County Lane
MODIFICATION NUMBER 3		Project Number BRS-115(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 18, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 379,848.00	$ 390,465.00
Federal funds	$ 303,078.00	$ 312,372.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11 th day of February, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: E.J. Valach (Actg.)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon February 10, 1981

Federal Aid Project
No. BRS-115(1)

N.&S. Fork Coyote Cr. (Gillipespie Corners) Bridges
Territorial Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering	All Required	$ 15,000.00

Type Code R/W
Right of Way (Sta. 5+00 to Sta. 19+00)

Right of Way	All Required	$ 1,600.00

Type Code 6201
Roadway (Sta. 5+00 to Sta. 11+44)(Sta. 12+05 to Sta. 14+50)
(Sta. 14+91 to Sta. 19+00)

Subtotal of previous estimate of November 20, 1980	$156,339.00

Previous Estimate

Coarse Aggregate Base	3,300 Ton	7.00	$ 23,100.00

Revised Estimate

Coarse Aggregate Base	4,960 Ton	7.00	$ 34,720.00

Increase	$ 11,620.00
SUBTOTAL	167,959.00
Engineering	18,091.00
TOTAL	$186,050.00

Type Code X081
Structure, Br. #4057A (Sta. 11+44 to Sta. 12+05)

Total the same as previous estimate of Aug. 3, 1979	$ 96,805.00

Type Code X081
Structure, Br. #4058A (Sta. 14+50 to Sta. 14+91)

Total the same as previous estimate of Aug. 3, 1979	$ 72,839.00
Subtotal	$169,644.00
Engineering	23,171.00
TOTAL	$192,815.00

Length of Roadway -----------	0.246 mi.
Length of Structure (2) -----	0.019 mi.
TOTAL	0.265 mi.

Cost of Roadway per mile ----$756,300.81

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 8,000.00	$ 2,000.00
Right of Way	1,600.00	1,280.00	320.00
Roadway	186,050.00	148,840.00	37,210.00
Structure	192,815.00	154,252.00	38,563.00
TOTAL	$390,465.00	$312,372.00	$ 78,093.00

Group	1-100%
Contract No.	9001
Prefix	120-1941
Prefix	120-1028
Prefix	120-2527

7001

STATE COPY

4.

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 12-32		County Lane
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number BRS-115(1)
MODIFICATION NUMBER 2	11/26/80	

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on April 18, 19 79.

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 356,544.00	$ 378,848.00
Federal funds	$ 285,235.00	$ 303,078.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of November, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D E Swa

for Asst. State Highway Engineer
(Title)

XXXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

GenFile

Oregon State Highway Division
Salem, Oregon November 20, 1980

Federal Aid Project
No. BRS-115(1)

N&S Fork Coyote Cr. (Gillespie Corners) Bridges
Territorial Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering $ 15,000.00

Type Code R/W

Right of Way $ 1,600.00

Type Code 6201
Roadway (Sta. 5+00 to Sta. 11+44) (Sta. 12+05 to Sta. 14+50)
(Sta. 14+91 to Sta. 19+00)

Subtotal of previous estimate of August 3, 1979 $134,035.00

Previous Estimate

Borrow Excavation	2,290 Cu. Yd.	5.00	$ 11,450.00
General Excavation	2,940 Cu. Yd.	2.75	8,085.00
Class "B" Aspaltic Conc.	900 Ton	21.00	18,900.00
			$ 38,435.00

Revised Estimate

Borrow Excavation	3,092 Cu. Yd.	5.00	$ 15,460.00
General Excavation	4,308 Cu. Yd.	2.75	11,847.00
Class "B" Asphaltic Conc.	1,592 Ton	21.00	33,432.00
			$ 60,739.00

Increase	$ 22,304.00
SUBTOTAL	156,339.00
Engineering	18,094.00
TOTAL	$174,433.00

Type Code X081
Structure, Br. #4057A (Sta. 11+44 to Sta. 12+05)

Total the same as previous estimate of Aug. 3, 1979	$96,805.00

Type Code X081
Structure, Br. #4058A (Sta. 14+50 to Sta. 14+91)

Total the same as previous estimate of Aug. 3, 1979	$ 72,839.00
SUBTOTAL	$169,644.00
Engineering	23,171.00
TOTAL	$192,815.00

Length of Roadway ---------- 0.246 mi.
Length of Structure (2)----- 0.019 mi.
TOTAL 0.265 mi.

Cost of Roadway Per Mile----$709,077.24

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 8,000.00	$ 2,000.00
Right of Way	1,600.00	1,280.00	320.00
Roadway	174,433.00	139,546.00	34,887.00
Structure	192,815.00	154,252.00	38,563.00
TOTAL	$378,848.00	$303,078.00	$75,770.00

Group 1-100%
Contract No. 9001
Prefix 120-1941
Prefix 120-1028
Prefix 120-2527

9001 STATE COPY 2

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-151		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
MODIFICATION NUMBER 1	8-21-79	Project Number BRS-115(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 18, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 15,000	$ 356,544
Federal funds	$ 12,000	$ 285,235
Other revisions		

This modification is made for the following reasons: adding of Right of Way and construction phases.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of August, 19 79.

OREGON STATE HIGHWAY ENGINEER
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Greer

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 494

file

Oregon State Highway Division
Salem, Oregon, August 3, 1979

Federal Aid Project
No. BRS-115(1)

N. & S. Fork Coyote Cr. (Gillespie Corners) Bridges
Territorial Highway
Lane County

Revised project agreement estimate.

Type Code PE

Preliminary Engineering	All Required		$ 15,000.00

Type Code R/W
Right of Way (Sta. 5+00 to Sta. 19+00)

Right of Way	All Required		$ 1,600.00

Type Code 6201
Roadway (Sta. 5+00 to Sta. 11+44) (Sta. 12+05 to Sta. 14+50)
(Sta. 14+91 to Sta. 19+00)

Mobilization	All Required (45%)		13,050.00
Temporary Protection and Direction of Traffic	All Required		8,000.00
Temporary Signs	230 Sq.Ft.	5.00	1,150.00
Temporary Barricades	4 Each	30.00	120.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	325 Lin.Ft.	2.00	650.00
Temporary Delineators	30 Each	12.00	360.00
Flagmen	250 Hour	20.00	5,000.00
Clearing and Grubbing	All Required		10,000.00
Borrow Excavation	2,290 Cu.Yd.	5.00	11,450.00
General Excavation	2,940 Cu.Yd.	2.75	8,085.00
Granular Embankment	200 Cu.Yd.	10.00	2,000.00
Finishing Roadbed and Slopes	All Required		6,000.00
Watering	100 M-Gal.	12.00	1,200.00
Coarse Aggregate Base	3,300 Ton	7.00	23,100.00
3/4" - 0 Aggregate Base	1,030 Ton	7.00	7,210.00
Class "B" Asphalt Concrete	900 Ton	21.00	18,900.00
3/4" - 0 Aggregate in Prime Coat	120 Ton	17.00	2,040.00
MC-250 Asphalt in Prime Coat	15 Ton	200.00	3,000.00
Guard Rail, Type 2A	740 Lin.Ft.	10.00	7,400.00
Guard Rail Anchors, Type 1	4 Each	300.00	1,200.00
Rail End Pieces, Type C	4 Each	150.00	600.00
Delineators	26 Each	20.00	520.00
			$131,035.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 500.00
Temporary Pavement Striping	All Required		500.00
Remove Pavement Striping (Exist. & Temp.)	All Required		500.00
Temporary Erosion Control	All Required		1,000.00
Roadside Seeding and Mulching	All Required		500.00
			$ 3,000.00
	Subtotal		$134,035.00
	Engineering		18,094.00
	Total		$152,129.00

Type Code X081
Structure, Br. #4057A (Sta. 11+44 to Sta. 12+05)

Mobilization	All Required (33%)		$ 9,570.00
Bridge Removal Work	All Required		3,000.00
Shoring, Cribbing, Etc.	All Required		10,000.00
Structure Excavation	30 Cu.Yd.	20.00	600.00
Furnish HP 12x53 Steel Piling	650 Lin.Ft.	13.00	8,450.00
Drive Steel Piles	20 Each	200.00	4,000.00
Splice Steel Piles	5 Each	75.00	375.00
Structural Concrete, Class 3300 (65 Cu.Yd.)	All Required		18,000.00
4'x60/65' Prestressed Slabs	8 Each	3,700.00	29,600.00
Reinforcement (5,000 Lbs.)	All Required		2,500.00
Reinforced Concrete Bridge End Panels	142 Sq.Yd.	42.00	5,964.00
Metal Rail with Tubing	113 Lin.Ft.	42.00	4,746.00
			$ 96,805.00

Type Code X081
Structure, Br. #4058A (Sta. 14+50 to Sta. 14+91)

Mobilization	All Required (22%)		$ 6,380.00
Bridge Removal Work	All Required		3,000.00
Shoring, Cribbing, Etc.	All Required		10,000.00
Structure Excavation	30 Cu.Yd.	20.00	600.00
Furnish HP 12x53 Steel Piling	348 Lin.Ft.	15.00	5,220.00
Drive Steel Piles	12 Each	200.00	2,400.00
Splice Steel Piles	3 Each	75.00	225.00
Structural Concrete, Class 3300 (50 Cu.Yd.)	All Required		16,000.00
4'x40'/45' Prestressed Slabs	8 Each	2,200.00	17,600.00

Reinforcement (4,200 Lbs.)	All Required		2,300.00
Reinforced Concrete Bridge End Panels	142 Sq.Yd.	42.00	5,964.00
Metal Rail with Tubing	75 Lin.Ft.	42.00	3,150.00
			$ 72,839.00
			$169,644.00

Anticipated Items

Membrane Waterproofing	All Required	$ 2,000.00
	Subtotal	$171,644.00
	Engineering	23,171.00
	Total	$194,815.00

Length of Roadway - - - - - 0.246 Mi.
Length of Structures (2)- - 0.019 Mi.
Total 0.265 Mi.

Cost of Roadway Per Mile- - $618,410.56

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 8,000.00	$ 6,400.00	$ 1,600.00
Right of Way	1,600.00	1,280.00	320.00
Roadway	152,129.00	121,703.00	30,426.00
Structures	194,815.00	155,852.00	38,963.00
	$356,544.00	$285,235.00	$ 71,309.00

Group 1 - 100%
Contract No. 9001
Prefix 120-1941
Prefix 120-1028

N. & S. Fork Coyote Cr. (Gillespie Corners) Bridges
(Nonparticipating - State Work)

State Responsibility for Damages	All Required	$500.00

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-115	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-18-79	State OREGON County Lane Project No. BRS-115(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd., 12.3 mi. S.E. of Veneta

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-29-79	0.17
RIGHTS-OF-WAY		
CONSTRUCTION	3-27-79	0.17
OTHER *(Specify)*		

FUNDS Pro Rata 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 15,000.00	$ 12,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Asst. State Highway Engineer
(Title)
XX For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator APR 18 1979

Form PR-2 (Rev. 10-76) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon April 13, 1979

Federal Aid Project
No. BRS-115(1)

N & S Fork Coyote Cr. Bridges
State Road in Lane County

Project Agreement Estimate

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$15,000.00
	Total	$15,000.00

Length of Project. . . . . . . 0.17 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 15,000.00	$ 12,000.00	$ 3,000.00
Retain in PS&E Status			
Contract Work	$300,000.00	$240,000.00	$60,000.00
Total	$315,000.00	$252,000.00	$63,000.00

Group 1 - 100%
Prefix 120-1941

9001

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

2-6-81

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
C.C. Meisel Co., Inc. No. 9196	Willamina (W. Main St.) Yamhill County	January 16, 1981
Ray Wells, Inc. No. 9173	Reedsport-Clear Lake Douglas County	January 16, 1981
Columbia Excavating, Inc. No. 9087	Mult. County Maint. & Operations Facility Multnomah County	January 16, 1981
R. L. Coats No. 8904	Glenwood Dr.-S.C.L.(Bend) Deschutes County	January 27, 1981
Hamilton Const. Co. No. 9001	N & S Fork Coyote Cr. (Gillespie Corners) Bridges Lane County	January 30, 1981
Oregon Asphaltic Paving Co. No. 8819	SE Duke St.-SE Clatsop St. Multnomah County	February 4, 1981
L. W. Hembree Co. No. 9123	Tualatin Valley Hwy. @ Shute Center Washington County	February 5, 1981
Aubrey Mountain Construction Co. No. 9127	U.S. Feed Canal (Echo) Br. Umatilla County	February 5, 1981
Hensel Phelps Const. Co. No. 8818	Columbia Blvd. (UPRR U'Xings) Multnomah County	February 6, 1981

February 6, 1981

C. T. Keasey
Asst. State Highway Engineer

9

9001

REFERRED TO

Beard ✓ Budenmeyer

Cole Mann

Eriksen Watson

Hager Dorn Leu

Return Discuss [✓ Do] File Copy Due

BY FINAL DESIGN ENGINEER

2-4-81

✓ Versteeg ✓

And[illegible]n

2 Chris[illegible]sen [illegible]

Olson

Sullivan Copy

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JAN 29 1981

ROAD DESIGN SECTION

200

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Action

Prepare Ltr of Response

NARRATIVE REPORT

Project: N. & S. [illegible] Coyote Creek (Gillespie Corners) Bridges
Contract: 9001
Prefix: 120-1028

GENERAL:

This project consisted of grading, paving and structures on Territorial Highway, Lane County. Work started August 16, 1979. All work in the waterways was completed by November 28, 1979 as specified. The channel work was completed between July 14, 1980 and July 18, 1980. A temporary suspension of work due to extreme wet weather from May 1, 1980 to July 14, 1980 extended the completion date to September 12, 1980. All work was completed on this date.

TRAFFIC CONTROL:

Traffic was controlled with temporary signing and flagmen.

Temporary continuous rail was used to control traffic in detour area and protect the public in the bridge construction areas.

DETOUR ROADWORK:

Clearing began August 29, 1979 in detour area between bridges. Embankment for the detour was hauled from the borrow source and placed at project site at the same time the clearing was being done. Culvert pipes were placed in both North and South Forks of Coyote Creek and backfilled with granular embankment as specified. Coarse aggregate was placed on detour and due to uncertain weather conditions, the roadwork needed to complete the project could have been delayed until spring, which would have left traffic on the detour for 6 months. The district engineer was consulted and he preferred to maintain asphalt concrete in place of the planned double prime coat, if maintenance became necessary.

Under this plan, Price Agreement Number 1 was initiated to delete the prime coat and place Class "B" A.C. on the detour. The detour was completed and traffic switched to the detour September 14, 1979. Traffic was switched back to and across the new bridges November 20, 1979. Excavation in channel to remove detour culvert pipes and opening channels was completed November 28, 1979.

MAIN LINE ROADWORK:

Embankment between the bridges and tapers at the north and south ends were started November 5, 1979 and finished to subgrade and ready for base rock November 8, 1979. Base aggregate was placed and finished to grade by November 19, 1979. Base lift of Class "B" A.C. was placed between the bridges and on the tapers at the north and south ends of the bridges November 20,1979. Work was suspended until weather allowed work to resume. Grading resumed July 14, 1980 with excavation of A.C. and aggregate from detour and roadbed for the construction of the mainline shoulders. Approximately 10 feet of the A.C. placed in the taper north of the N. Fk bridge was left in place as it was of sufficient depth to give the required strength for the base aggregate and base A.C. in this area. On the south end of the S. Fk. bridge the A.C. was removed up to the impact panel and used for fill material as was all other old A.C. and base rock. All embankment and ditch excavation completed July 18, 1980. Completed placement of aggregate base and leveling July 23, 1980.

CLASS "B" A/C:

Base lift of Class B A/C was placed between the bridges on north and south ends to taper into old road, which made it possible to put traffic over the new bridges for the winter. This was completed November 20, 1979. By July 24, 1980 all base lift A/C was completed on project, also patching at the north and south ends of the project was done in order to make a safer and smoother transition to each end of the project. Top lift of A/C was completed July 25, 1980.

BRIDGES:

Bridge removal started September 21, 1979 and completed September 25, 1979. Excavation started on this date at N. Fork bridge. Excavation for both bridges completed September 26, 1979. Started driving piles September 27, 1979. Completed all piles October 2, 1979. A number of piles were rejected for lack of heat numbers and/or certifications. Started placing concrete for bents and walls on October 9, 1979 and completed all bents and walls October 18, 1979. Placed deck slabs on both bridges November 29, 1979. Completed backfilling both bridges and grading for impact panels November 5, 1979. Used river run material from contractor's source to make fill. Grouted both bridge decks November 5, 1979. Placed concrete for impact panels at both bridges November 8, 1979. Installed metal rail with tubing on both bridges November 9, 1979. Finishing will be completed on stream side after water receeds to summer low. Finishing completed on both bridges as specified.

BRIDGE DECK SEAL:

The contract specified a bridge membrane deck seal to be placed on both North and South Fork bridges as an anticipated item. It was discovered upon computing of this item that the anticipated amount was not sufficient. Further investigation showed bridges to the north and south of this area to have a low chloride content in the bridge decks. With this verification the FHWA gave tentative approval to use RS-1 Emulsion as a bridge seal (100% tack). This change was initiated under Price Agreement Number 2.

GUARDRAIL AND DELINEATORS:

Garrette Bros., the guardrail subcontractor, which is a minority subcontractor was unable to do the work for various reasons. Consequently Hamilton Construction rented the equipment to install the guardrail and delineators which was completed September 12, 1980.

SUMMARY:

Contract work progressed in an orderly manner. No special problems encountered except that the tie-in at each end of project was not noted on the plans causing a sizable overrun of Asphalt Concrete to make a safe orderly connection.

2-4-81

→ Discussed by phone with Jones. His complaint refers to locating engr. not ending the job at a logical point. No complaint of our plans.

DWS.

9001

REPORT NO 62

L.

734-3001

OREGON STATE HIGHWAY DIVIS[illegible]N

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. & S. FORK COYOTE C[illegible] (GILLESPIE CORNERS) BRIDGES

WEEK ENDING:

SECTION PREFIX: 120-1028

HIGHWAY: TERRITORIAL HIGHWAY

COUNTY: LANE

NAME OF JOB: N & S FK COYOTE CK (GILLESPIE CRNS.) BDGS

KIND OF WORK: GRADING, PAVING AND STRUCTURES

CONTRACTOR: HAMILTON CONSTRUCTION COMPANY

CONTRACT NUMBER: 9001

FEDERAL AID PROJECT NUMBER: BRS-115(1)

DATE OF CONTRACT: 31 JULY 1979

DATE WORK STARTED: 29 AUGUST 1979

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: (A) 11-30-79 (B) 6-30-80

PERCENT OF TIME ELAPSED: 100.0%

PROJECT AUTHORIZATION: $ 347513.17

EXCLUSIVE OF ENGINEERING: $ 319957.06

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 335677.24

ESTIMATED PERCENT: OVERRUN . . . . 4.9 %

ENGINEERING AUTHORIZATION $ 27556.11

This Week 0.00

ENGINEERING COST TO DATE $ 28932.89

PERCENT OF AUTHORIZATION . . . . . 105.0 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 104.9%

DATE PROJECT WAS COMPLETED: (A) 11-28-79 (B) 9-12-80

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		GUARDRAIL
100%		100%	100%	100%			100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3140.0 CY	4330.0 TN			1120.0 TN
TOTAL QUANTITIES CORRECTED TO DATE	4683.1 CY	5773.7 TN			1592.6 TN
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4683.1 CY	5773.7 TN			1592.6 TN
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	4057A	4058A						
PERCENT	100%	100%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
NOV 17 1980
CONSTRUCTION
BRANCH

Kelsey
Jackmoss
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL ESCRIPTION OF ACTIVITIES FO HE WEEK

SUNDAY	N & S Fk Coyote Ck(Gillespie Corners)Bridges - for week of Nov 9 thru 15, 1980
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: No activity by contractor. Office crew working on semi-final data.
Third notification submitted 12 November 1980.
Next week: No activity planned.

NOTE: Project work complete. Semi-final to be submitted 17 November, 1980.
FINAL REPORT.

SIGNED Ellis H. Jones LOCATION Eugene
Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

(100) **LETTER OF APPROVAL AND/OR AUTHORIZATION**

7-3-79

		BRS-115(1) STATE PROJECT NO. Se below
FROM: G. L. Green, Division Administrator	PROGRAM NO.	COUNTY NAME Lane
	ITEM NO. 90152	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED 3-27-79	DATE AUTHORIZATION EFFECTIVE 7-3-79	FEDERAL ROUTE NUMBER Secondary 115 STATE ROUTE NUMBER Secondary 200

RECEIVED
STATE HWY ENGR
JUL 11 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

GENERAL LOCATION:

North and South Fork, Coyote Creek Bridges

7-11
orig

GENERAL DESCRIPTION OF WORK:

Advertised for bids.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated June 27, 1979, that provisions of FHPM 7-5-1 have been complied with and you are authorised to advertise for bids.

DATE 7-3-79	SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9001 Form FHWA 121 (Rev. 5-73)

2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: June 6, 1979

In reply refer to: HPD.3-OR

SUBJECT: Oregon Project BRS-115(1)
N & S Fork Coyote Cr. Bridges

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Advance Construction plans for these bridges have been reviewed and appear satisfactory, except for the hydraulic information.

According to the hydraulic data table the smaller bridge is carrying the larger flow. Actually, it appears in reading the Hydraulic Report, that a part of the stated flow is diverted to the larger bridge, or across the highway.

As discussed last week with Mr. Wallace, it would seem more accurate to show the flow actually passing under the structure. As it is now, without benefit of the Hydraulic Report, one would assume that the small bridge is carrying more water than the larger bridge. We understand Mr. Wallace is pursuing this matter.

for G. L. Green

cc:
OSHD (W J Hart)

RECEIVED
STATE HWY ENGR
JUN 7'79
REFER TO
FOR

R

4001

2

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNM T

Memorandum

DE TMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: April 20, 1979

In reply refer to: HBR-OR

SUBJECT: Oregon Project BRS-115(1)
North & South Fork Coyote Creek Bridges
Bridges 4057A & 4058A

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

We have reviewed the North and South Fork Coyote Creek Bridges located in Lane County. Initially it appeared that "squash pipe" culverts might be a viable alternate for these sites. However, the foundation condition might prevent the economical construction of such a design.

Please note the bridge cross sectional area for the North Fork structure will verify the discharge. However, the South Fork bridge section does not verify the discharge when the stated velocity is used. With more flow and approximately the same terrain, it appears that the South Fork structure would contribute considerable backwater under the conditions stated in your submission.

Please study these comments and inform us of your results.

G. L. Green

cc:
OSHD (E S Hunter)
OSHD (W J Hart)

RECEIVED
STATE HWY ENGR
APR 23 '79
REFER TO
FOR
Info | Ans | R/D | D.R | Sign | Act | File

4001

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A[illegible]/OR AUTHORIZATION

4-10-79

FEDERAL AID PROJECT NO. BRS-115(1)

STAT[illegible]OJECT NO. See below

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90152

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 14 '79
REFER TO
4/13 orig to Mr. Kehring
FOR
Info | Invc | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 4-9-79

FEDERAL ROUTE NUMBER Secondary 115

STATE ROUTE NUMBER Secondary 200

GENERAL LOCATION:
North and South Fork Coyote Creek Bridges

GENERAL DESCRIPTION OF WORK:
Program Change and Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change
See below

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 3, 1979 I approve the program change adding right of way to the character of proposed work and you are now authorized to proceed with the actual acquisition at a TEC of $1,600 - Federal Funds limited to $1,280. Federal participation is limited to that right of way actually incorporated into the final location.

DATE 4-10-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

9001 2

DATE: March 30, 1979

TO: OREGON TRANSPORTATION COMMISSION

ORIGINAL SIGNED BY H. S. COULTER

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval
Special Bridge Replacement Projects (19)

On the Consent Calendar for the April 17 meeting will be a request to approve 19 Special Bridge Replacement projects. These projects are not on the Six-Year Program.

The 1978 Federal-Aid Highway Act provided additional Special Bridge Replacement funds and the attached list of 19 bridge projects have been identified as needing reconstruction with these additional funds. The 19 bridge projects are estimated to cost $11,000,000 with Federal participation of $8,800,000 and State matching funds of $2,200,000.

These projects have been investigated and are eligible for funding under the Special Bridge Replacement Program. I recommend your approval of the projects and request authorization to sign the project agreements for and on your behalf.

RU:dmc
Attachment

bc:
F. B. Klaboe
C. W. Mead
L. W. Rulien
E. S. Hunter
C. T. Keasey
D. H. Moehring
R. L. Schroeder
W. J. Hart
J. H. Versteeg
F. E. Terpin
V. E. Skoog
E. L. Hardt
C. O. Fredrickson
A. Shirley
Dale Allen
W. E. Schwartz
George Bell

PROPOSED SPECIAL BRIDGE REPLACEMENT PROJECTS

Section & Highway	Hwy. No.	County	Cost
FY 1979			
N. & S. Fork Coyote Cr. (Gellespie Corners) Territorial Hwy.	200	Lane	$ 270,000
FY 1980			
Hood River (Hood River) Bridge Mt. Hood Hwy. ORE 35	26	Hood River	1,600,000
Suicide Creek Bridge Coos Bay-Roseburg Hwy. ORE 42	35	Douglas	100,000
Kale Creek Bridge Nehalem Hwy. ORE 202	102	Clatsop	250,000
Bear Creek Overflow Bridge Coquille-Bandon Hwy. ORE 425	244	Coos	250,000
FY 1981			
UPRR & Frontage Rd. Overcrossing (The Dalles) The Dalles-California Hwy. US 197	4	Wasco	750,000
Klamath Straits Bridge The Dalles-California Hwy. US 97	4	Klamath	400,000
Juniper Canyon Bridge John Day Hwy. ORE 19	5	Gilliam	100,000
S. Santiam Bridge Santiam Hwy. US 20	16	Linn	650,000
Jenny Creek Bridge Green Springs Hwy. ORE 66	21	Jackson	200,000
Ash Creek Bridge Independence Hwy.	193	Polk	400,000
USRS Canal "J" Bridge Hatfield Hwy.	426	Klamath	250,000
Williamson River Bridge Modoc Point Hwy.	427	Klamath	500,000
FY 1982			
Nehalem River Bridge Oregon Coast Hwy. US 101	9	Tillamook	4,000,000
Shields Creek Bridge Coos Bay-Roseburg Hwy. ORE 42	35	Douglas	200,000
Palmer Creek Bridge Salem-Dayton Hwy. ORE 221	150	Yamhill	500,000

PROPOSED SPECIAL BRIDGE REPLACEMENT PROJECTS

Section & Highway	Hwy. No.	County	Cost
FY 1983			
Holmes Creek Bridge Coos Bay-Roseburg Hwy. ORE 42	35	Douglas	$ 150,000
FY 1984			
Courtney Creek Bridge Halsey-Sweet Home Hwy. ORE 228	212	Linn	130,000
Pony Creek Bridge Cape Arago Hwy.	240	Coos	300,000
		TOTAL	$11,000,000

9001

2

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 29, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem OR 97308

NOTED
E. S. HUNTER

N. Fork and S. Fork Coyote Creek Bridges
Gillespie Corners-Lorane Section
Territorial Highway
Lane County
Bridges 4057A and 4058A

Attached are two copies of drawings 34200 and 32850 which are the preliminary plan and elevation and the vicinity map for the subject structures. One copy of the hydraulics report is also included. The foundation recommendations will be sent when they become available.

The proposed roadway width is 32'-0"± allowing 12'-0" traffic with approximately 4'-0" shoulders. The proposed structures are each single-span precast prestressed slabs. Although 1977 ADT is 640, this represents a 45 percent increase over 1975 ADT (440), and we anticipate further increase in traffic in the future.

The N and S Fork Coyote Creek Bridges lengths were established to provide adequate area for stream flow. The estimated costs of the structures are $123,000 and $81,000 respectively, based on a preliminary estimate of quantities and including a 20 percent allowance for engineering and contingencies and including bridge removal costs for the existing timber structure.

No alternate structure types were considered to be practical at these sites. The cost of precast beams or poured-in-place concrete slabs would not be competitive with precast slab construction.

This is being sent to you as a preliminary submittal for your approval.

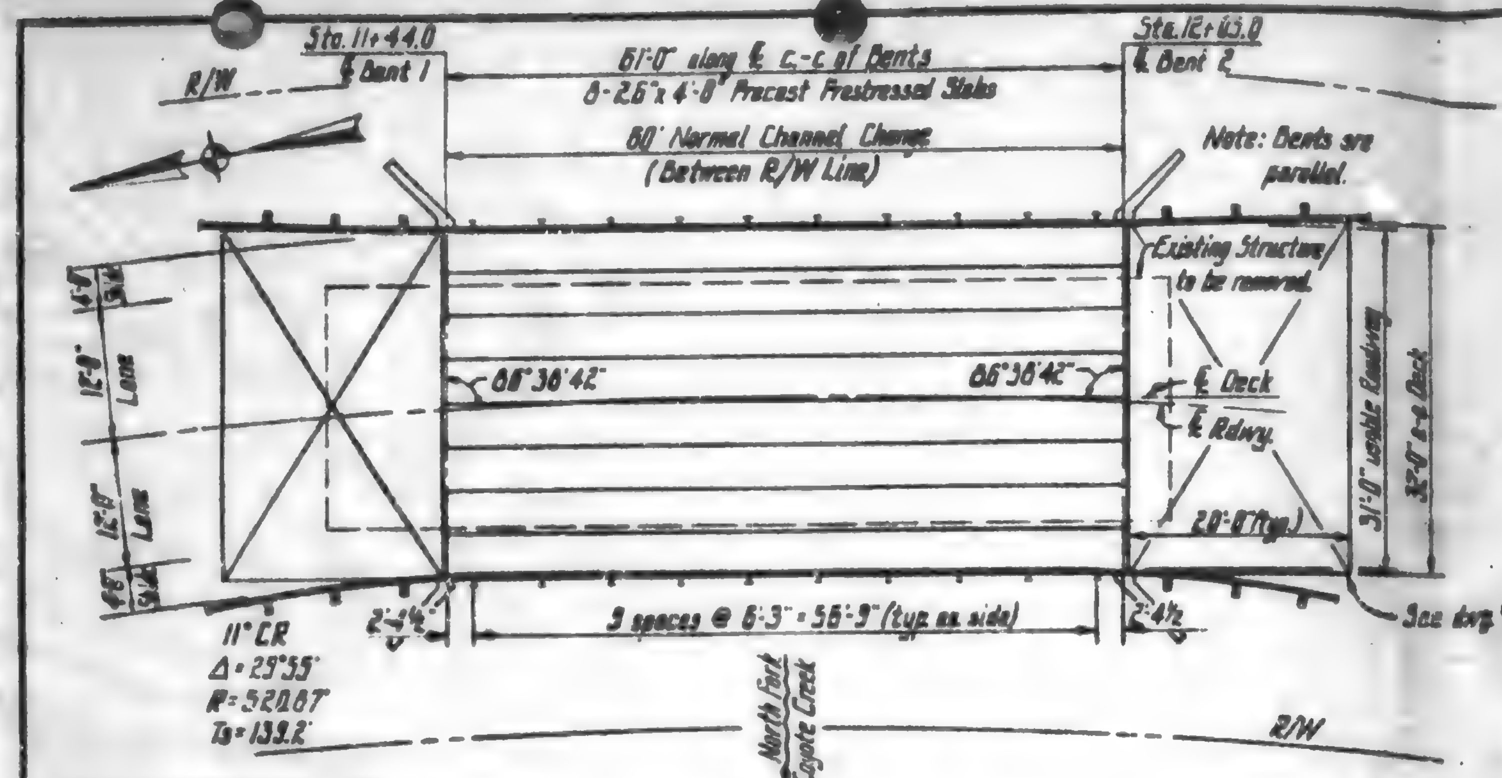
ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

Enclosures
cc E. S. Hunter
A. E. Shirley /w/ encl.
D. O. Christensen /w/ encl.

RECEIVED
TECHNICAL SERVICES
MAR 30 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File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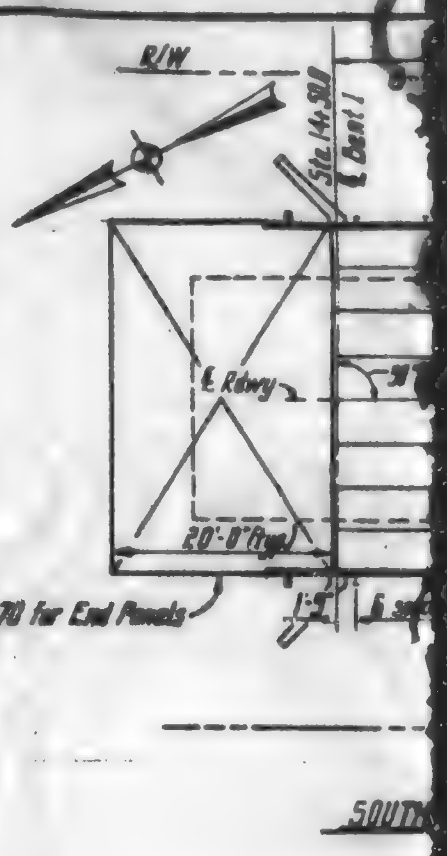
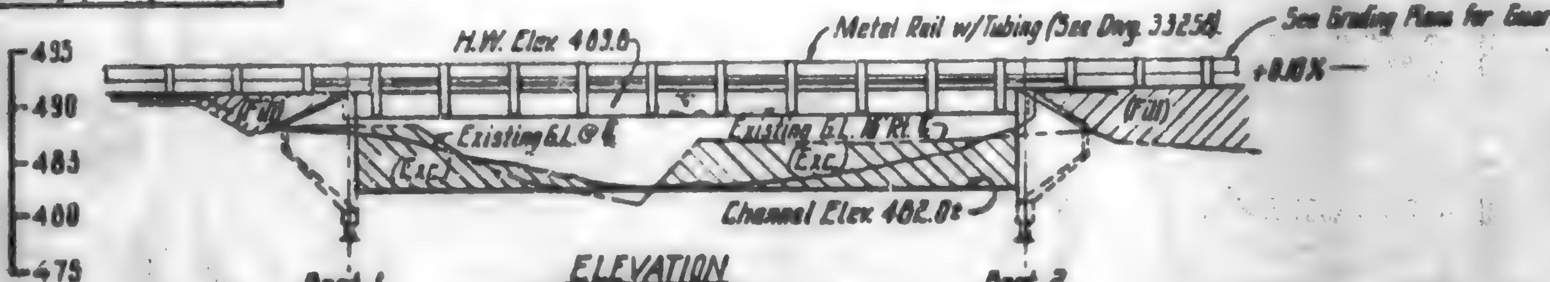
℄ Bent 1
R/W
61'-0" along ℄ c.-c. of Bents
8-2.6"x 4'-0" Precast Prestressed Slabs
80' Normal Channel Change
(Between R/W Line)
Sta. 12+05.0
℄ Bent 2
Note: Bents are parallel.
Existing Structure to be removed.
88°38'42"
88°38'42"
℄ Deck
℄ Rdwy.
31'-0" usable Roadway
32'-0" o-o Deck
20'-0" (typ.)
12'-0" Lane
12'-0" Lane
2'-4½"
9 spaces @ 6'-3" = 56'-3" (typ. ea. side)
2'-4½
See dwg. #2070 for End Panels
11° C.R.
Δ = 29°55'
R = 520.87'
Ts = 139.2'
North Fork Coyote Creek
R/W

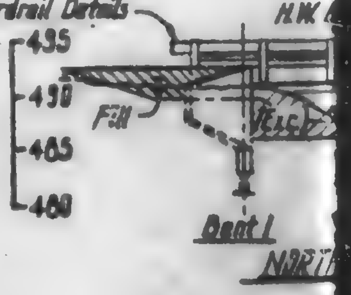
PLAN
NORTH FORK COYOTE CREEK BRIDGE
BRIDGE No. 4057
Scale: 1" = 10'-0"

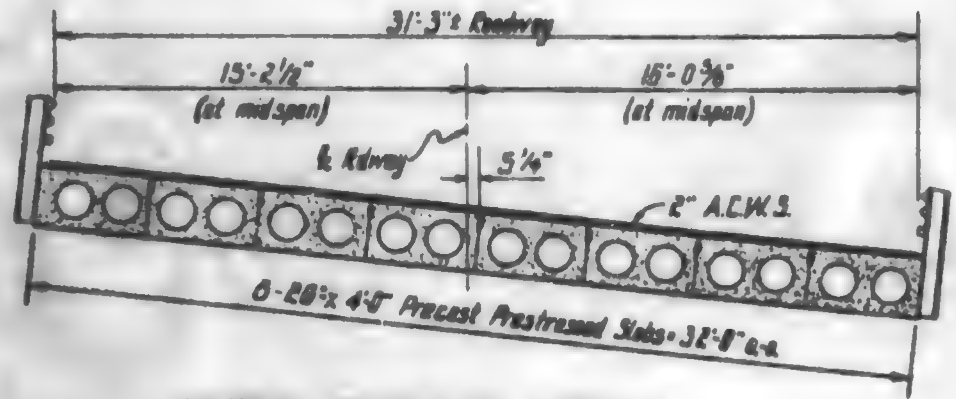

R/W
Sta. 14+58.0
℄ Bent 1
℄ Rdwy.
20'-0" (typ.)
1'-5"
SOUTH

HYDRAULIC DATA		
	Design Flood	Intermediate Regional Flood
Discharge - c.f.s.	1,320	-
Frequency - yrs.	25	100
H.W. Elevation Channel Change	483.8	-

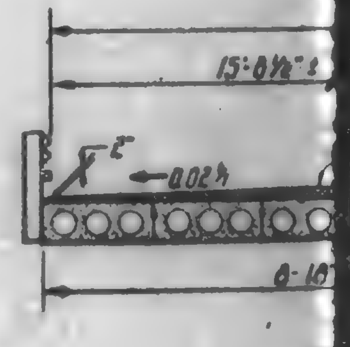

495
490
485
480
475
H.W. Elev. 483.8
Metal Rail w/Tubing (See Dwg. 3325B)
See Grading Plans for Guardrail Details
+0.10%
Fill
Existing G.L. @ ℄
Existing G.L. 10' Rt. ℄
Exc.
Exc.
Fill
Channel Elev. 482.0±
Bent 1
Bent 2

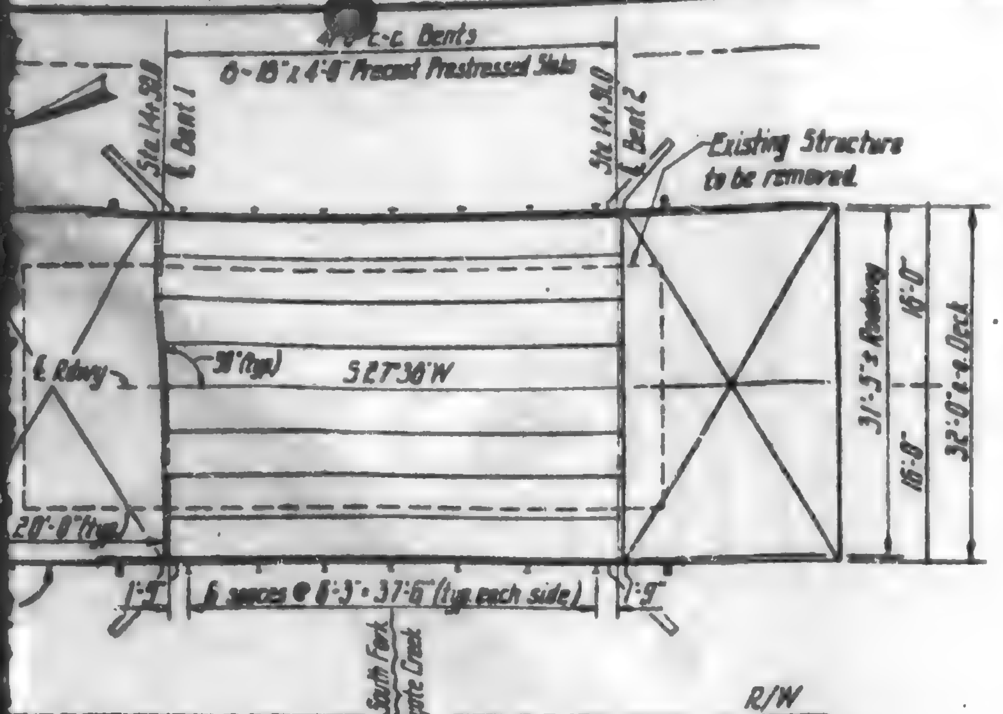
ELEVATION
NORTH FORK COYOTE CREEK BRIDGE
BRIDGE No. 4057A
Scale: 1" = 10'-0"


H.W.
495
490
485
480
Fill
Exc.
Bent 1
NORTH


31'-3"± Roadway
15'-2½"
(at midspan)
16'-0⅝"
(at midspan)
℄ Rdwy.
5¼"
2" A.C.W.S.
8-2.6"x 4'-0" Precast Prestressed Slabs = 32'-0" o-o

TYPICAL SECTION AT MIDSPAN
BRIDGE No. 4057A
Scale: ⅜" = 1'-0"


15'-0½"±
2"
0.02'/'
8-16"



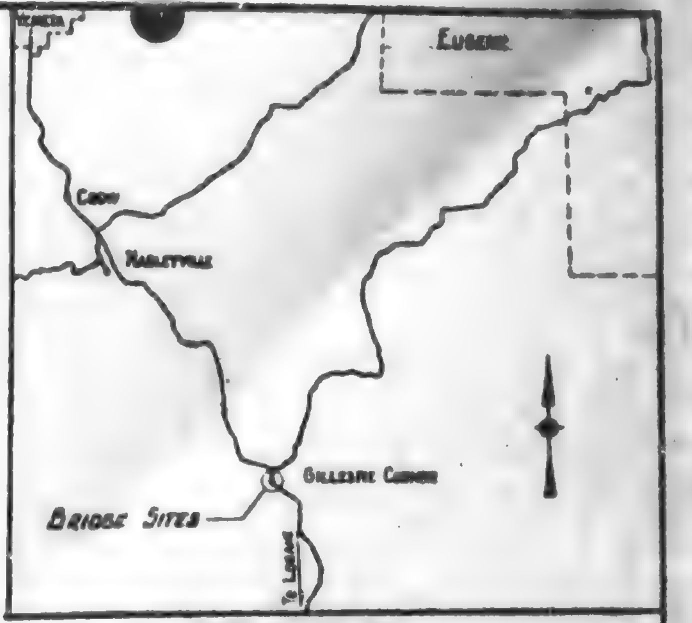
40' c-c Bents
6 - 18" x 4'-0" Precast Prestressed Slabs
Sta 14+39.0 ℄ Bent 1
Sta 14+94.0 ℄ Bent 2
Existing Structure to be removed
℄ Rdwy
30°(typ)
S27°30'W
20'-0"(typ)
31'-5"± Roadway
16'-0"
16'-0"
32'-0" o-o Deck
1'-9"
6 spaces @ 6'-3" = 37'-6" (typ each side)
1'-9"
South Fork Coyote Creek
R/W

PLAN

SOUTH FORK COYOTE CREEK BRIDGE

BRIDGE No. 4056A

Scale: 1"=10'-0"

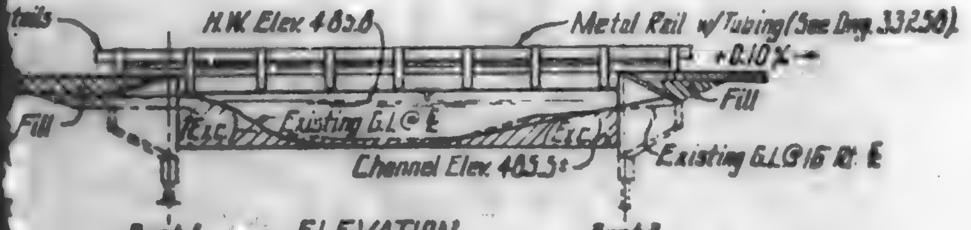


Eugene
Crow
Hadleyville
Gillespie Corners
Bridge Sites
To Lorane

VICINITY MAP

No Scale

HYDRAULIC DATA	Design Flood	Intermediate Regional Flood
Discharge - c.f.s.	1,500	-
Frequency - yrs.	25	100
H.W. Elevation Channel Change	488.0	-



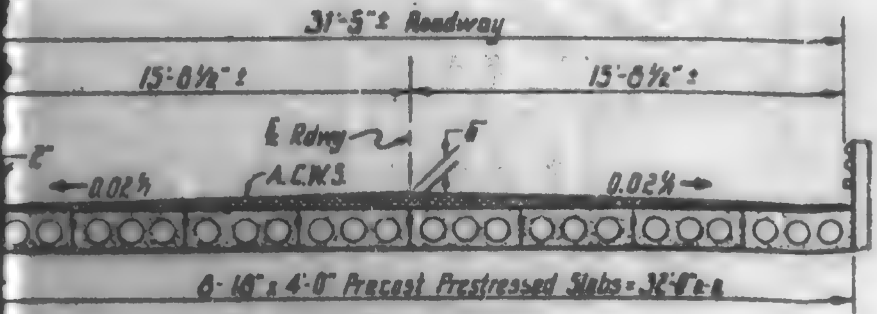
Details
H.W. Elev. 488.0
Metal Rail w/Tubing (See Drg. 33258)
+0.10%
Fill
Fill
Exc.
Existing G.L. @ ℄
Exc.
Channel Elev. 485.5±
Existing G.L. @ 16' Rt. ℄
Bent 1
Bent 2

ELEVATION

NORTH FORK COYOTE CREEK BRIDGE

BRIDGE No. 4058A

Scale: 1"=10'-0"



31'-5"± Roadway
15'-8½"±
15'-8½"±
℄ Rdwy
A.C.W.S.
2"
6"
0.02'/'
0.02'/'
8 - 18" x 4'-0" Precast Prestressed Slabs = 32'-0" o-o

TYPICAL SECTION

BRIDGE No. 4058A

Scale: ¼"=1'-0"

APPROVED:

BRIDGE ENGINEER
DESIGNED Abernathy
DRAWN Hernandez
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

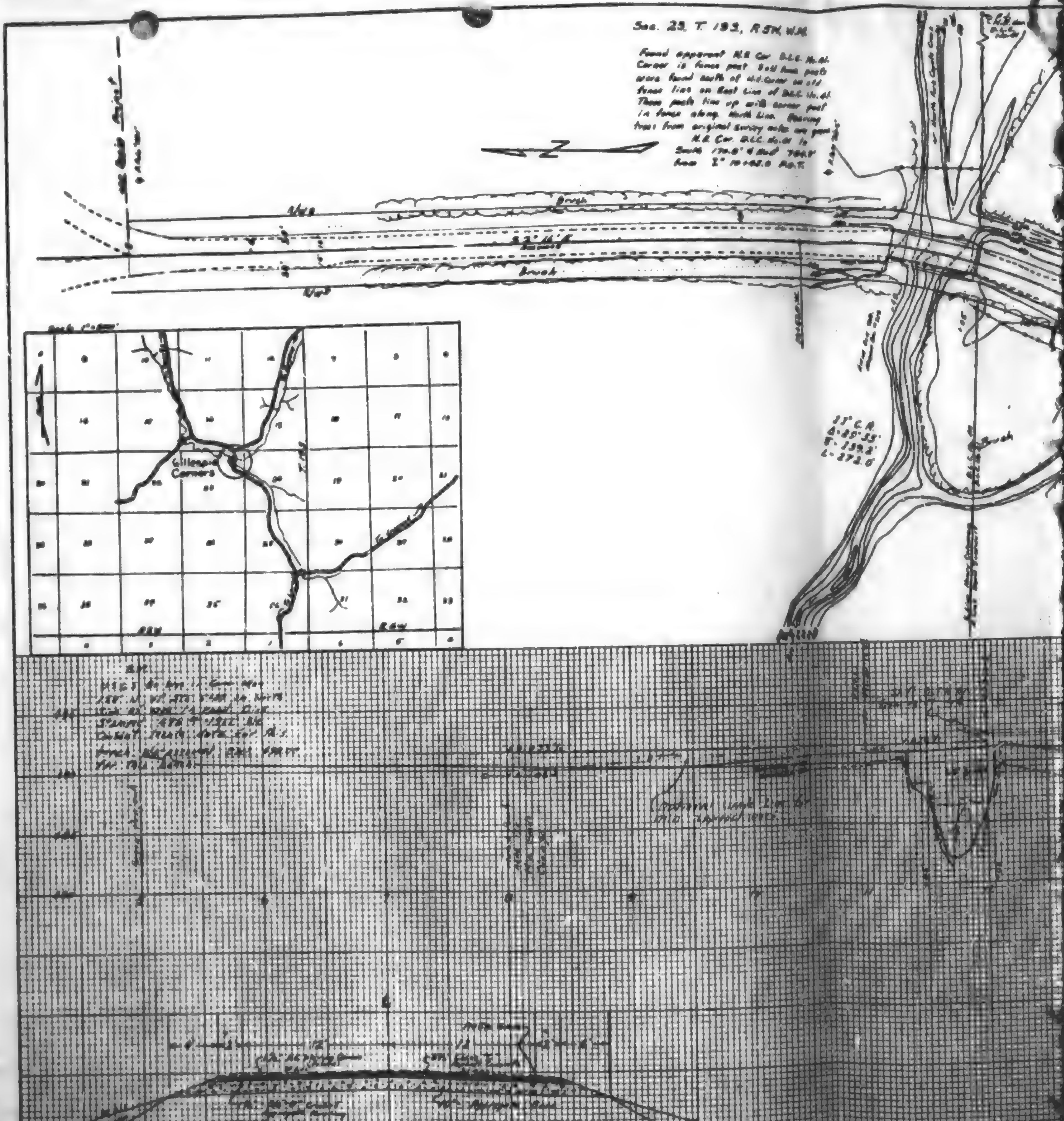
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

NORTH FORK & SOUTH FORK COYOTE CREEK BRIDGES
GILLESPIE CORNERS - LORANE SECTION

TERRITORIAL HIGHWAY LANE COUNTY

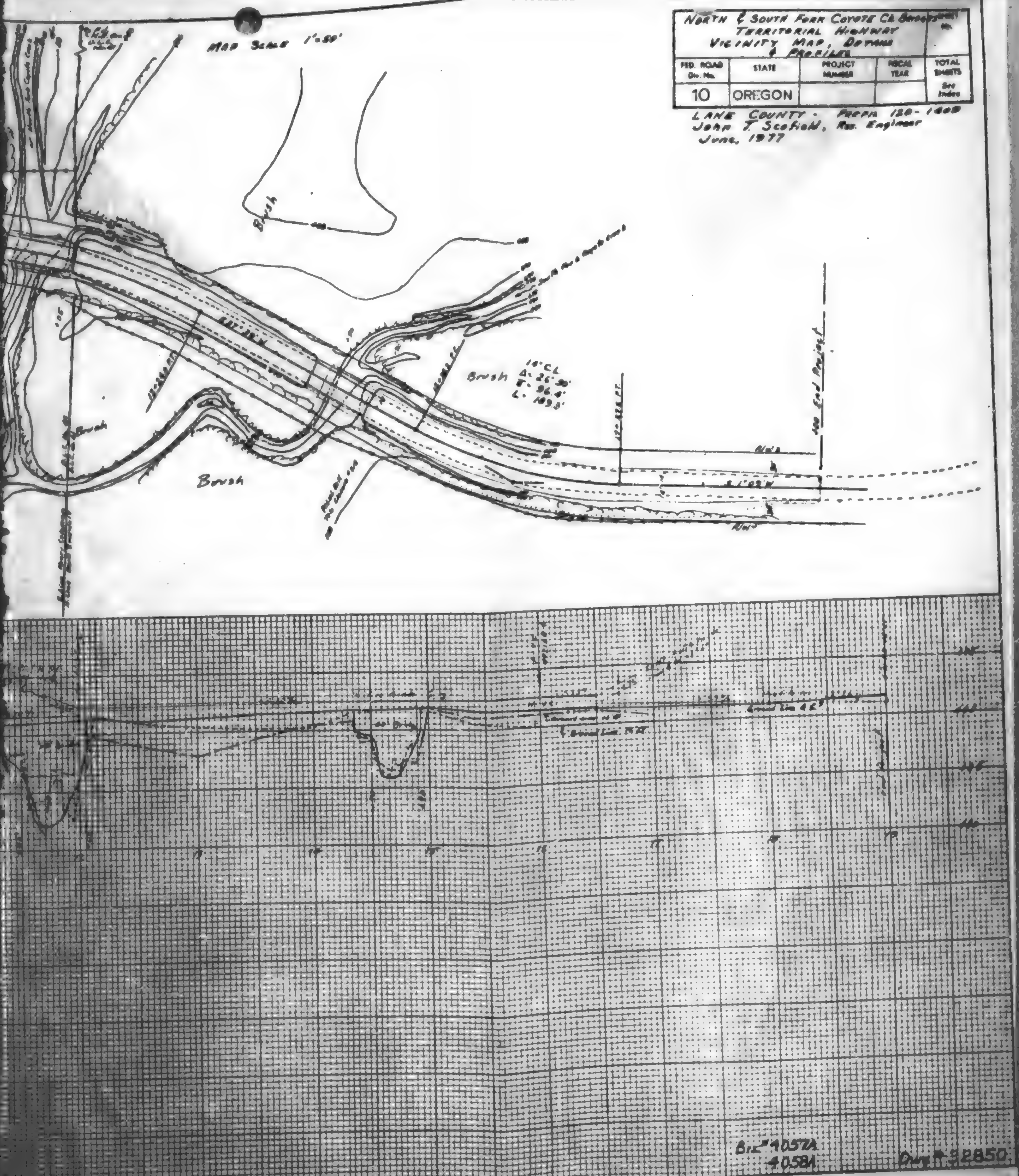
PRELIMINARY PLAN & ELEVATION

DATE March 1979
SHEET 1 OF
BRIDGE NO. 4057A & 4058A
DRAWING NO. 34200


Sec. 23, T. 19 S, R.5 W, W.M.
Found apparent N.E. Cor. D.L.C. No.41
Corner is fence post.
were found south of N.E. Corner on old
fence line on East Line of D.L.C. No.41
These posts line up with corner post
in fence along North Line. Bearing
trees from original survey notes are gone
N.E. Cor. D.L.C. No.41 is
South 170.0' & East 704.5'
from "I" 10+05.0 P.O.T.
Brush
Brush
Gillespie Corners
25° C.A.
Δ 25°35'
T 139.5'
L 272.0'
Brush
B.M.
Typical Section

North & South Fork Coyote Cr. Bridges Territorial Highway Vicinity Map, Details & Profiles				Sheet No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

Lane County - Prepn 120-1600
John T. Scofield, Res. Engineer
June, 1977


Map Scale 1"=50'
Brush
Brush
Brush
14° C.L.
Δ: 26°30'
T: 96.4'
L: 189.3'
End Project
Ground Line

Br. # 4057A
4058A

Dwg # 52850

7

Form 81-734-3031

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

May 31, 1977

Von E. Hemmert

FROM: Von E. Hemmert
Hydraulics Specialist

TO: FILE

SUBJECT: North Fork Coyote Creek Bridge
South Fork Coyote Creek Bridge
Gillespie Corners-Lorane Section
Territorial Highway
Lane County

The Territorial Highway crosses North Coyote Creek and South Coyote Creek about 6 miles northerly of Lorane at MP 32.19 and 32.24 respectively. Purpose of this investigation is to determine necessary bridge sizes to replace the existing wooden bridges over North and South Coyote Creeks.

North Fork Coyote Creek Bridge is a frame trestle with four 19-foot spans and South Fork Coyote Creek is of the same construction with three 19-foot spans.

Both the North and South Coyote Creek channels have flat stream gradients at the crossings and are congested with brush. Neither stream is capable of conveying large discharges. Because of the downstream channel conditions, runoff from South Coyote Creek that cannot flow through the bridge makes its way northerly about 300 feet to the North Fork. During heavy runoff periods, the two bridges can't handle all of the discharge and road overflow occurs about 400 feet northerly of the North Fork Bridge.

The South Fork channel has been cleaned somewhat for about 1000 feet upstream from the bridge. The downstream property owner will not permit the same treatment on either the North or South Fork so the improvement upstream is to no avail because the flow is still being held up downstream.

Hydrology

The North Fork Coyote Creek drains an area of about 11 square miles and the South Fork drains about 13 square miles. Regional analysis of these two streams indicates the following discharges could be developed at the crossings.

	North Fork	South Fork
50-year flood	1540 cfs	1820 cfs
25-year flood	1320 cfs	1580 cfs
10-year flood	1100 cfs	1300 cfs

A 25-year flood was used for the design of these two structures.

NOTED
L. L. WALLACE

RECEIVED
JUN 1 1977
BRIDGE SECTION

Summary

The poor channel conditions both upstream and downstream from these bridges make it very difficult to accurately determine the amount of discharge each of them will convey, so the analysis was done on the basis of the conveyance characteristics for each bridge. Both bridges are larger than their respective channels and field inspection showed that because of silting and vegetative growth, the end spans on each bridge are only partially effective waterway areas. Neither channel can carry its respective design discharges, so the proposed bridges were designed to carry only a portion of the flow with the remainder overflowing the roadway as it has done in the past.

North Fork Coyote Creek Bridge

The total waterway opening of the North Fork Bridge is about 420 square feet with an estimated effective opening of 346 square feet. It is suggested that a 60-foot clear span on vertical abutments be used for the replacement structure. The channel under the bridge should be excavated to a depth of 6.5 feet below the bridge beam (approximate elevation of existing channel) for the entire span and tapered within the right of way to match the channel both upstream and downstream. This proposed bridge will provide approximately 35 percent more conveyance than the existing 76-foot bridge. The immediate downstream channel should be cleaned out to allow more water to pass through the bridge.

South Fork Coyote Creek Bridge

The existing South Fork Bridge provides a total waterway area of 215 square feet but because of channel restriction immediately downstream, it is estimated that the effective waterway opening is about 130 square feet. It is suggested that a 40-foot clear span bridge on vertical abutments be used as the replacement structure and that the waterway be excavated to a depth of 5 feet below the bridge beam for the entire span. Removal of the immediate channel restriction by tapering the 40-foot bridge opening into the channel upstream and downstream should improve the flow characteristics and increase the conveyance over that of the present bridge by about 75 percent.

Erosion protection will not be required at either crossing.

It should be noted that even though these proposed bridges will provide more conveyance than the existing structures, the flooding situation may be improved only slightly because of the existing downstream channel conditions. Roadway flooding will probably continue as long as the channels downstream remain restrictive.

VEH:mc

cc Frank E. Terpin
W. J. Hart
Don Harwell
William Anhorn
Alfred Shirley

3-23-79 -TCR
Dick Lenz reports structures would carry design discharge. if channels are improved

HYDRAULIC DATA

		DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge -	cfs	1320		
	m³/s	37.4		
Frequency - yrs.		25	100	
H.W. Elevation Natural Channel	ft.	89.8		
	m.	27.4		
H.W. Elevation Channel Change	ft.	—		
	m.	--		
Average Velocity	fps	3.8		
	mps	1.2		

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Bridge designed to carry some overflow from the South Fork Coyote Creek

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

North Fork Coyote Creek Bridge
Gillespie Corners - Lorane Section
Territorial Highway
Lane County

COMPILED BY:	DATE:
V. E. Hemmert	May 26, 1977

HYDRAULIC DATA

		DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge -	cfs	1580		
	m³/s	44.7		
Frequency - yrs.		25	100	
H.W. Elevation Natural Channel	ft.	89.8		
	m.	27.4		
H.W. Elevation Channel Change	ft.	—		
	m.	—		
Average Velocity	fps	3.1		
	mps	.9		

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Bridge designed to carry 620 cfs. The remainder goes to the North Fork Coyot creek and road over flow.

OREGON STATE HIGHWAY DIVISION

HYDRAULICS UNIT

South Fork Coyote Creek Bridge
Gillespie Corners - Lorane Section
Territorial Highway
Lane County

COMPILED BY: V. E. Hemmert

DATE: May 26, 1977

1001

L

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AN[illegible]OR AUTHORIZATION

FEDERAL AID PROJECT NO.
BRS-115(1)

STATE[illegible]ECT NO.
See below

COUNTY NAME
Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
90152

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 30 '79
REFER TO
Mackay
FOR
Info

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
3-27-79	3-27-79	Secondary 115
		STATE ROUTE NUMBER
		Secondary 200

GENERAL LOCATION:
North and South Fork, Coyote Creek Bridges

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering and Two Structures

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage.
TEC $15,000; Federal Funds limited to $12,000
☒ OTHER (Specify)
See below

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's March 15, 1979 letter, you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $300,000 - Federal funds $240,000 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-27-79	E. J. Walach	for the Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9001

200

HIGHWAY DIVISION 378-6558

March 6, 1979

J. B. Boyd
Right of Way Manager

J. E. Versteeg
Road Design Engineer

Files 50509, 50510 & 50511
Coyote Creek Bridge Sec.
Territorial Highway
Lane County

Attached is an authorization, descriptions and prints for the subject project (five parcels).

By:
W. H. [illegible]
R/W Desc. Engineer

WHW:cj
Attachments

9001

4/27/78

NOTED
E. S. HUNTER

SBR Proj's that can be contracted by Sept. 78 in addition to the scheduled projects - Millican Cr. $600,000 & 2nd St. La Grande $1,600,000.

Priority #

1. Walluski R. Br. #1,100,000
   Field work complete
   R/W desc. - complete
   With some effort should be able to clear R/W
   Coast Guard permit applied for - No problems will receive before Sept.
   Bridge design has not started, we can get this if we know it is a viable proj. for Sept.

2. Sager Cr. and Kale Cr. #550,000
   Nehalem Hwy.
   Survey complete
   3 months for R/W & design

3. Rattlesnake Cr., Field Cr. and Pine Cr. Brs.
   John Day Hwy. #280,000

Surveys complete
3-4 monthes for R/W and design

4. Geary Canal Br.
1 month on survey
No R/W
3 monthes design #460,000

5. N. & S. Fork Coyote Cr. Brs. #270,000
Survey completed
R/W without improvements
required 4 monthes
Design 3 monthes

6. Whitewater Cr. Br. #600,000
Plans complete - PSE June
(This is not a high
priority replacement)

cc Herb Schell
Walt Hart.

Info given Schell by telephone 4-28-78
E.S.H.
4-28-78

9001

STATE OF OREGON

INTEROFFICE MEMO

2

TO: E. S. Hunter
Technical Services Engineer

DATE: September 21, 1977

FROM: Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
N. & S. Fork Coyote Cr. Bridges
Territorial Highway
Lane County

APPROVED
BH
DEPUTY STATE HIGHWAY ENGINEER
Date 9-22-77

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 3 : Alfred Shirley, Jr.
District 5 : William Anhorn
Region 3 Geologist: Elliott Parker
B. L. Gifford

81-125-1387

9001

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 9, 1977

In reply refer to: HB.3-OR

SUBJECT: Oregon Project BRF-59(-)
N. & S. Fork Coyote Cr. Bridges
Territorial Highway
Lane County
PROJECT ASSESSMENT

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's July 27, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kopper
for G. L. Green

cc:
ODOT (Laux, Potter)
OSHD (Reg. 3, Engelmann)

RECEIVED
STATE HWY ENGR
SEP 13 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

(#2) 9001

ODOT B-6 2

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 22, 1977

TO Executive Department
Federal Aid Coordination Unit

Lane Council of Governments
135 - 6th Avenue East
Eugene, OR 97401

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 5
Section: N.&S. Fork Coyote Creek Bridges
Highway: Territorial Highway
County: Lane

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 22, 1977.

BLG: dmc

Attachment

cc: G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison

Region Engineer: A. Shirley, Jr.
District Engineer: WM. Anhorn
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 22 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ODOT B-6

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] **APPLICANT** [45: State Highway Division — 46] **DIVISION** [79: Dept. of Transportation

03 12] **APPLICANT ADDRESS** **STREET** [45: 207 Transportation Bldg. — 46] **CITY** [60: Salem — 76] **ZIP** [80: 97310

04 12] **CONTACT PERSON** [45: D. H. Moehring — 46] **AREA CODE** [48: 503 — 49] **PHONE** [55: 378 — 56] **EXTENSION** [59: 6563

01 12] **PROJECT TITLE** [71: N. & S. Fork Coyote Creek Bridges, Territorial Highway

11 12] **PROJECT LOCATION—CITY**: - — **PROJECT LOCATION—COUNTY**: Lane — **PROJECT LOCATION** [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Replacement of deficient bridges over north and south forks of Coyote Creek on

06 12] the Territorial Highway 13 miles south of Veneta. [71

07 12] [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
220,000	-	-	-	-	220,000

13 12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45 — 46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79

14 12] **FEDERAL PROGRAM TITLE** [71: Title I, Public Works Employment Act of 1977

15 12] **FEDERAL AGENCY NAME** [45: U.S. Dept. of Commerce — 46] **FEDERAL SUB-AGENCY NAME** [79: Economic Development Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: June 22, 1977

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: July — 43] DAY [44: 22 — 45] YEAR [46: 1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency None

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

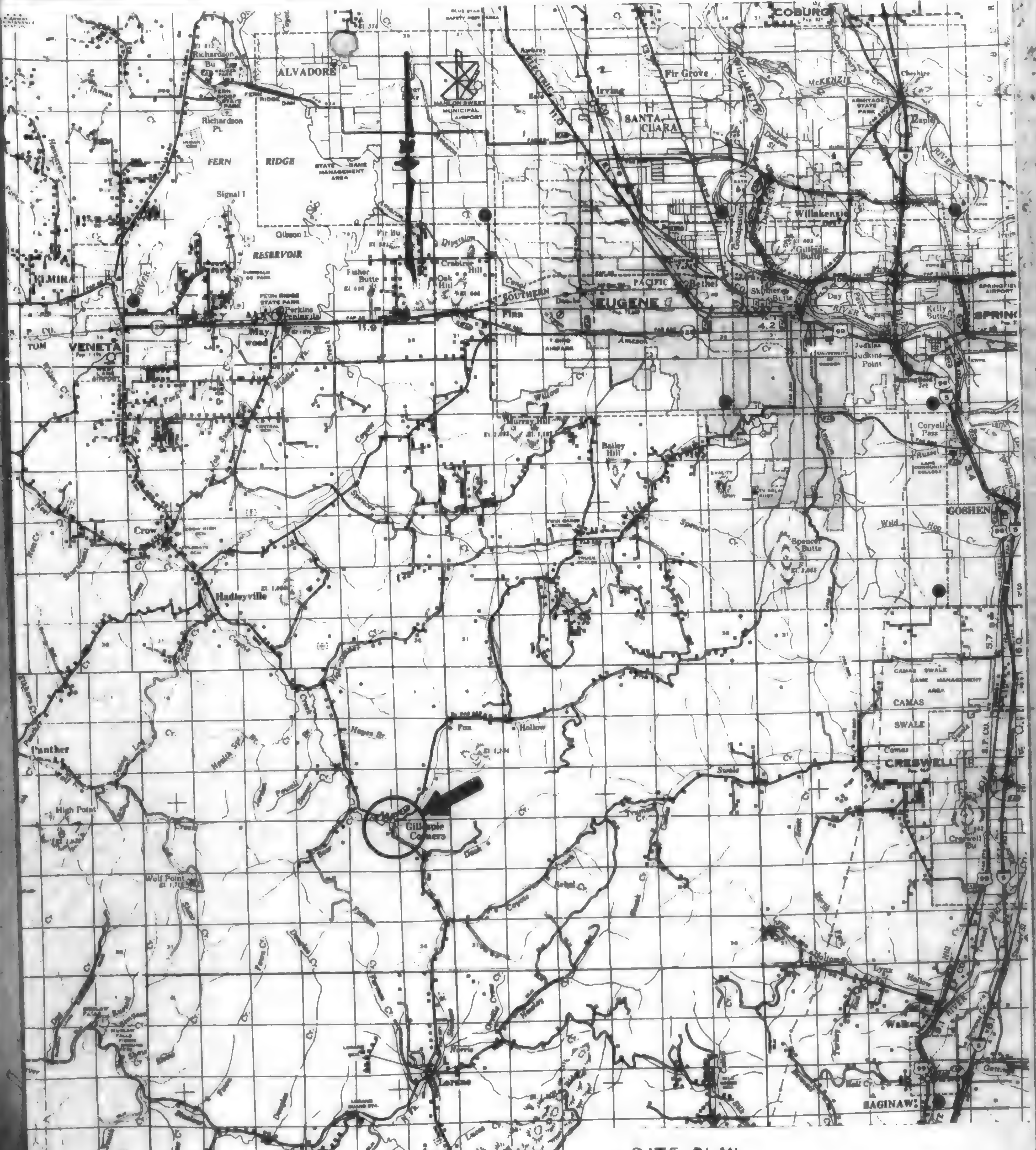
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 Project of nonmajor environmental impact under Oregon's Action Plan.


COBURG
Richardson Bu
ALVADORE
MAHLON SWEET MUNICIPAL AIRPORT
Fir Grove
McKENZIE
Cheshire
Irving
SANTA CLARA
ARMITAGE STATE PARK
Maple
Richardson Pt.
FERN RIDGE
STATE GAME MANAGEMENT AREA
Signal I
Willakenzie
Gibson I.
RESERVOIR
Fir Bu
Gillespie Butte
ELMIRA
Fisher Butte
Crabtree Hill
Oak Hill
FERN RIDGE STATE PARK
Perkins Peninsula
PACIFIC
SOUTHERN
Bethel
EUGENE
Skinner Butte
SPRINGFIELD AIRPORT
Kelly Butte
SPRING
VENETA
May wood
Fern
Judkins Point
UNIVERSITY OF OREGON
Murray Hill
Bailey Hill
Coryell Pass
Russel
LANE COMMUNITY COLLEGE
Crow
Spencer Butte
GOSHEN
Hadleyville
CAMAS SWALE GAME MANAGEMENT AREA
CAMAS
SWALE
Fox
Hollow
Panther
CRESWELL
High Point
Gillespie Corners
Wolf Point
Creswell
Lorane
Lynx Hollow
Walker
SAGINAW
COUNTY

SITE PLAN
ODOT # B-6
N. & S. Fk. Coyote Creek Bridges
Territorial Highway
Lane County

9001

2

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1977

SUBJECT: Coyote Cr. Bridges
Br. # 4057 and #4058
Hwy. #200, M.P. 32.19 and 32.24

To: Walter J. Hart
Bridge Engineer

Original Signed By
JOHN H. WOOD

From: John H. Wood
Bridge Maintenance Engineer

Attached is a hydraulics report and an estimate for rebuilding in kind for the Coyote Creek Bridges on the Territorial Highway.

It appears that we're on the brink of another Reservoir Creek, sinking $70,000 into 2 timber bridges and still having 2 timber bridges.

The SBR fund priorities discussed at our last meeting should be reexamined and the 2 Coyote Creek Bridges considered for design and contract, not just design.

Attachment

JHW:hc

cc: R. L. Schroeder
J. X. Wilson

RECEIVED
JUN 8 1977
Office of
Assistant State Highway Engineer

9001

2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

[redacted] FILE:

INTER-OFFICE CORRESPONDENCE

May 31, 1977

Von E. Hemmert

FROM: Von E. Hemmert
Hydraulics Specialist

TO: FILE

SUBJECT: North Fork Coyote Creek Bridge
South Fork Coyote Creek Bridge
Gillespie Corners-Lorane Section
Territorial Highway #200
Lane County

Info
Investigate
R/D
Action
File
Letter
See me
FOR
JUN 1 1977
PROJECT MANAGEMENT

Tentative SBF

The Territorial Highway crosses North Coyote Creek and South Coyote Creek about 6 miles northerly of Lorane at MP 32.19 and 32.24 respectively. Purpose of this investigation is to determine necessary bridge sizes to replace the existing wooden bridges over North and South Coyote Creeks.

North Fork Coyote Creek Bridge is a frametrestle with four 19-foot spans and South Fork Coyote Creek is of the same construction with three 19-foot spans.

Both the North and South Coyote Creek channels have flat stream gradients at the crossings and are congested with brush. Neither stream is capable of conveying large discharges. Because of the downstream channel conditions, runoff from South Coyote Creek that cannot flow through the bridge makes its way northerly about 300 feet to the North Fork. During heavy runoff periods, the two bridges can't handle all of the discharge and road overflow occurs about 400 feet northerly of the North Fork Bridge.

The South Fork channel has been cleaned somewhat for about 1000 feet upstream from the bridge. The downstream property owner will not permit the same treatment on either the North or South Fork so the improvement upstream is to no avail because the flow is still being held up downstream.

Hydrology

The North Fork Coyote Creek drains an area of about 11 square miles and the South Fork drains about 13 square miles. Regional analysis of these two streams indicates the following discharges could be developed at the crossings.

	North Fork	South Fork
50-year flood	1540 cfs	1820 cfs
25-year flood	1320 cfs	1580 cfs
10-year flood	1100 cfs	1300 cfs

A 25-year flood was used for the design of these two structures.

NOTED
NOR C. HOLMES

Summary

The poor channel conditions both upstream and downstream from these bridges make it very difficult to accurately determine the amount of discharge each of them will convey, so the analysis was done on the basis of the conveyance characteristics for each bridge. Both bridges are larger than their respective channels and field inspection showed that because of silting and vegetative growth, the end spans on each bridge are only partially effective waterway areas. Neither channel can carry its respective design discharges, so the proposed bridges were designed to carry only a portion of the flow with the remainder overflowing the roadway as it has done in the past.

North Fork Coyote Creek Bridge

The total waterway opening of the North Fork Bridge is about 420 square feet with an estimated effective opening of 346 square feet. It is suggested that a 60-foot clear span on vertical abutments be used for the replacement structure. The channel under the bridge should be excavated to a depth of 6.5 feet below the bridge beam (approximate elevation of existing channel) for the entire span and tapered within the right of way to match the channel both upstream and downstream. This proposed bridge will provide approximately 35 percent more conveyance than the existing 76-foot bridge. The immediate downstream channel should be cleaned out to allow more water to pass through the bridge.

South Fork Coyote Creek Bridge

The existing South Fork Bridge provides a total waterway area of 215 square feet but because of channel restriction immediately downstream, it is estimated that the effective waterway opening is about 130 square feet. It is suggested that a 40-foot clear span bridge on vertical abutments be used as the replacement structure and that the waterway be excavated to a depth of 5 feet below the bridge beam for the entire span. Removal of the immediate channel restriction by tapering the 40-foot bridge opening into the channel upstream and downstream should improve the flow characteristics and increase the conveyance over that of the present bridge by about 75 percent.

Erosion protection will not be required at either crossing.

It should be noted that even though these proposed bridges will provide more conveyance than the existing structures, the flooding situation may be improved only slightly because of the existing downstream channel conditions. Roadway flooding will probably continue as long as the channels downstream remain restrictive.

VEH:mc
cc Frank E. Terpin
W. J. Hart
Don Harwell
William Anhorn
Alfred Shirley

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs	1320		
Discharge - m^3/s	37.4		
Frequency - yrs.	25	100	
H.W. Elevation Natural Channel ft.	89.8		
H.W. Elevation Natural Channel m.	27.4		
H.W. Elevation Channel Change ft.	–		
H.W. Elevation Channel Change m.	–		
Average Velocity fps	3.8		
Average Velocity mps	1.2		

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Bridge designed to carry some overflow from the South Fork Coyote Creek

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

North Fork Coyote Creek Bridge
Gillespie Corners - Lorane Section
Territorial Highway
Lane County

COMPILED BY: V. E. Hemmert

DATE: May 26, 1977

HYDRAULIC DATA

		DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge -	cfs	1580		
	m³/s	44.7		
Frequency - yrs.		25	100	
H.W. Elevation Natural Channel	ft.	89.8		
	m.	27.4		
H.W. Elevation Channel Change	ft.	—		
	m.	—		
Average Velocity -	fps	3.1		
	mps	.9		

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Bridge designed to carry 620 cfs. The remainder goes to the North Fork Coyot creek and road over flow.

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

South Fork Coyote Creek Bridge
Gillespie Corners - Lorane Section
Territorial Highway
Lane County

COMPILED BY: V.E. Hemmert

DATE: May 26, 1977

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY	OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES	Construction Contracts
ARRANGEMENT OF RECORDS	by Contract Numbers
INDEX	

INDEXING BEGINS WITH : 8967 ENDS WITH 9001

FLASH CARDS:

REMARKS:

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
Bell & Howell File Master	16 mm	24 X	211	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 12th DAY OF March 1990 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan Cokeley

SIGNATURE OF CAMERA OPERATOR